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Section 5.3.19—Pennsylvania

Response. SEA has conducted numerous site visits to Erie and performed additional analysis. The 19th Street relocation plan that NS submitted (see Appendix S, "Railroad Mitigation Plans," of the Draft EIS) does not specifically indicate the disposition of the existing NS 19th Street main line following relocation. However, NS has reached an agreement with the City of Erie that includes removal of these tracks. See Chapter 4, "Summary of Environmental Review"; Appendix C, "Settlement Agreements and Negotiated Agreements"; and Appendix N, "Community Evaluations," of this Final EIS for a discussion of the additional analysis and relocation plan.

Southwestern Pennsylvania—Safety: Hazardous Materials Transport

Summary of Comments. The Beaver County Planning Commission of Pennsylvania asked SEA to require CSX and NS to use AAR key route guidelines as minimum mitigation measures. The Commission recommended that SEA mandate that the Applicants provide 24-hour telephone access from dispatching centers to emergency responders along key routes as preliminary mitigation. The Commission also requested that SEA require the Applicants to adopt the voluntary AAR guidelines for major key routes and involve local municipalities through emergency management agencies.

Response. SEA has determined that Beaver County, Pennsylvania contains the following rail line segments:

- C-082 Rankin-to-New Castle, Pennsylvania.
- N-095 Rochester-to-Youngstown, Ohio.
- N-264 Jacks Run-to-Conway East, Pennsylvania.
- N-275 Conway East-to-Rochester, Pennsylvania.
- N-280 Rochester-to-Yellowcreek, Pennsylvania.
- N-285 Rochester, Pennsylvania-to-Alliance, Ohio.

Overall, these rail line segments would experience a 36 percent reduction in hazardous materials transport after the proposed Conrail Acquisition. Only on rail line segment N-095 would hazardous materials transport increase above SEA's criteria of significance. SEA recommends that the Board require NS to implement key route mitigation measures on rail line segment N-095 as this Final EIS discusses in Chapter 7, "Recommended Environmental Conditions." The primary purpose of these measures is to prevent hazardous materials spills and to address prompt and appropriate responses to derailments and spills. SEA concludes that hazardous materials transport in Beaver County would not increase sufficiently for SEA to recommend major key route mitigation measures for all rail line segments in the County. See Appendix F, "Safety: Hazardous Materials Transport Analysis," of this Final EIS.

Summary of Comments. The Local Emergency Planning Committee of Allegheny County, Pennsylvania expressed its appreciation of the efforts of Mr. Tim Mannas of "Conrail's Local

Section 5.3.19—Pennsylvania

Hazardous Materials Field staff” in the County. The Committee noted that NS “does not employ Hazardous Materials Field Personnel” and requested that the Board require NS to provide hazardous materials staff in the Pittsburgh, Pennsylvania, area as a condition of approval of the proposed Conrail Acquisition.

Response. SEA notes that NS has stated its intention to comply with the committee’s request. NS’s Safety Integration Plan, included in Volume 2 of the Draft EIS, indicates that NS would maintain hazardous materials officer positions in its Conrail divisions following the proposed Conrail Acquisition.

Southwestern Pennsylvania—Transportation: Passenger Rail Service

Summary of Comments. The Port Authority of Allegheny County, Pennsylvania commented that the Final EIS should broaden its commuter transportation analysis to include other modes of transit, specifically “busway projects.” The commentor added that the Board should require the Applicants to cooperate with the Port Authority in negotiating agreements associated with such projects.

Response. SEA acknowledges the issues this comment addresses. Other modes of transit, such as dedicated busways, are beyond the scope of the EIS.

Southwestern Pennsylvania—Transportation: Roadway Systems

Summary of Comments. The Pennsylvania Turnpike Commission stated that the Draft EIS did not address increased activity at the Pitcairn intermodal facility. Further, the Commission stated that the Draft EIS did not address potential environmental impacts on the existing highway system and on the proposed Mon/Fayette Expressway.

Response. SEA analyzed increased activity at the Pitcairn intermodal facility, as well as the potential environmental impact of an additional 228 truck trips to and from the facility. Chapter 5 of the Draft EIS described the analysis.

The Draft EIS identified a truck route between the Pitcairn intermodal facility and I-376 using State Route 48 and Wall Street. The analysis showed that the additional truck traffic would not have a significant environmental impact because the increase in ADT resulting from the trucks would be less than 2 percent on any of the roadways.

SEA did not analyze the potential environmental impact of additional truck traffic resulting from the proposed Conrail Acquisition on the proposed Mon/Fayette Expressway, because the section near the Pitcairn intermodal facility would not be open to traffic until 2008 at the earliest, well after the proposed Conrail Acquisition. However, in response to this comment, SEA performed additional analysis on the potential environmental impacts of additional truck traffic on the proposed Mon/Fayette

Section 5.3.19—Pennsylvania

Expressway. SEA assumed that if the proposed Mon/Fayette Expressway is built, truck traffic from the Pitcairn site bound for the new expressway would use Wall Street, State Route 48, and State Route 130. The Southwestern Pennsylvania Regional Planning Commission provided projected traffic data for the year 2020 for both the proposed Mon/Fayette Expressway and State Route 130. A conservative analysis assumed that all of the 228 additional truck trips would use both roadways and showed that the additional trucks would increase traffic by less than 2 percent on both roadways. Therefore, SEA concluded that the increase in truck traffic from the Pitcairn facility would have no significant impact on the proposed Mon/Fayette Expressway.

Southwestern Pennsylvania—Transportation: Other

Summary of Comments. The Pennsylvania Turnpike Commission expressed a concern about potential impacts on its proposed PA 51-to-Pittsburgh Mon/Fayette Expressway project. The project would affect six area rail line segments (C-082, C-086, N-263, N-268, N-269, and N-270). In its preliminary expressway design, the Commission proposed relocating several miles of CSX track. The Commission stated a concern that, with increased freight rail traffic on the line, it would be unable to move the track and would have to reevaluate the expressway project. The Commission asked SEA to address this issue.

Response. SEA acknowledges this comment and understands that the Pennsylvania Turnpike Commission considered relocating the CSX main line as a portion of its PA 51-to-Pittsburgh Mon/Fayette Expressway project.

SEA concluded that the proposed Conrail Acquisition would not prevent the Commission from negotiating a Right-of-Entry agreement for expressway construction that could utilize the properties of either NS or CSX, or both.

Summary of Comments. The Port Authority of Allegheny County, Pennsylvania asked SEA to clarify train volume information that the Draft EIS provided. The Port Authority stated that the 15.5 trains per day shown in Table A-1 of the Draft EIS for the Thomson-to-Jacks Run rail line segment (N-269) for 1996 is lower than the 25 trains per day value that Conrail provided. In addition, the Port Authority asked whether CSX based the intended volume reduction to 9.9 trains per day on this segment on the 15.5 trains-per-day value or on other factors.

Response. SEA determined that, according to NS's Operating Plan, NS intends to operate 9.9 trains per day on the Thomson-to-Jacks Run rail line segment (N-269). This represents a reduction of 5.6 trains per day from operation levels before the proposed Conrail Acquisition. NS would also acquire a Conrail rail line segment, Pitcairn-to-Jacks Run (rail line segment N-263), which parallels and is located across the Monongahela River from N-269 under the proposed Conrail Acquisition. The train volume count on rail line segment N-263 would increase by 3.8 trains, from 32.8 trains per day before the

Section 5.3.19—Pennsylvania

proposed Conrail Acquisition to 36.6 trains per day after the proposed Conrail Acquisition. Also, 4.0 passenger trains operate daily over the N-263 rail line segment.

SEA notes that the slight decrease in traffic levels over one route nearly offsets the increase in rail traffic over the other rail line segment. SEA understands that NS intends to operate both segments interchangeably. Depending on operating and maintenance requirements, NS could reroute traffic from one rail line segment to the other.

NS derived rail traffic levels by modeling waybill data of rail shipments. SEA concurs that this represents a reasonable method to determine realistic operating levels. NS compiled train volume data on only longer-haul through freight information.

Although the Port Authority may be interested in the right-of-way of N-269 for a possible expressway alignment, SEA recommends that the Port Authority discuss its proposal directly with NS, as SEA does not consider the matter to be related to the proposed Conrail Acquisition.

Section 5.3.20—Rhode Island

5.3.20 Rhode Island

SEA did not receive any comments from Rhode Island.

Section 5.3.21—South Carolina

5.3.21 South Carolina

The Anderson County government wrote to acknowledge receipt of the Draft EIS. However, SEA received no comments on the Draft EIS from other public agencies, organizations, businesses, or citizens in South Carolina.

Section 5.3.22—Tennessee

5.3.22 Tennessee

Tennessee—Transportation: Highway/Rail At-grade Crossing Delay

Summary of Comments. The Nashville Area Metropolitan Planning Organization stated that the train speeds that SEA used to calculate delay for five highway/rail at-grade crossings in Davidson County were 5 to 10 mph too high. The organization requested that SEA recalculate the delay figures for these roadways.

Response. SEA reviewed track charts and train time tables and could not independently confirm the validity of the train speeds that the commentor cited. SEA continued to use the same factors in this Final EIS as it used in the Draft EIS.

In response to the comment, SEA performed a delay analysis at the five highway/rail at-grade crossings in Davidson County based on the train speeds that the commentor suggested. Two of the crossings (Craighead and UNA-Antioch) would operate at LOS B both before and after the proposed Conrail Acquisition. The other three crossings (Berry Road, Davidson Road, and Thompson Lane) would operate at LOS B before the proposed Conrail Acquisition and at LOS C after the Acquisition (see Appendix G, "Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis," of this Final EIS). Therefore, SEA concluded that these potential traffic delay impacts do not warrant mitigation.

Tennessee—Air Quality

Summary of Comments. The Nashville Area Metropolitan Planning Organization provided a correction to the attainment status of Davidson County, Tennessee. The Planning Organization stated that Davidson County is in attainment for particulate matter; this correction should be implemented in the Final EIS.

Response. SEA anticipated that changes in air quality attainment status with respect to the NAAQS would occur during the course of its air quality analysis. To avoid confusion and make sure that the analysis took place at a consistent point in time for all geographical areas, SEA assessed impacts on air quality by using the attainment status as of the date of the Applicant's submittal of the Rail Control Application, which was June 23, 1997. SEA understands that a number of areas have had changes in attainment status since that date, including Davidson County, but does not think that these changes materially affect its conclusions regarding the significance or insignificance of potential air quality impacts.

Section 5.3.23—Virginia

5.3.23 Virginia

Virginia—Safety: Highway/Rail At-grade Crossings

Summary of Comments. The Town of Ashland, Virginia commented that Table 5-VA-4 in the Draft EIS, which shows highway/rail at-grade crossing accident frequency, omitted CSX rail line segments in Virginia.

Response. SEA notes that Table 5 -VA-4 of the Draft EIS does not mention these CSX rail line segments through the Town of Ashland, Virginia because they did not meet SEA's thresholds for environmental analysis (an increase of 8 or more trains per day). Therefore, SEA did not analyze the accident risk at highway/rail at-grade crossings on these segments.

Virginia—Safety: Hazardous Materials Transport

Summary of Comments. NS stated that the post-Acquisition number of 16,000 carloads of hazardous materials on the Alexandria-to-Manassas, Virginia rail line segment on page VA-14 of the Draft EIS was incorrect. NS stated that the correct figure is 6,000 carloads.

Response. Hazardous materials transport volume on the Alexandria-to-Manassas rail line segment (N-315) would be 6,000 carloads per year following approval of the proposed Conrail Acquisition. Therefore, SEA withdraws the Draft EIS recommendation that the Board require NS to follow AAR key route guidelines on rail line segment N-315.

Virginia—Safety: Freight Rail Operations

Summary of Comments. The Town of Ashland, Virginia expressed the concern that the greater length and number of trains resulting from the Acquisition, coupled with the high density of residents in proximity to the tracks, would increase the potential danger to the residents.

Response. SEA estimated that freight traffic on the Richmond-to-Doswell rail line segment (C-102) through Ashland, Virginia would increase from 17.8 trains per day to 24.8 trains per day following the proposed Conrail Acquisition. SEA estimated that even with the seven train per day increase, the interval between train accidents per mile would still be greater than the 150-year criteria of significance (refer to the Draft EIS, Appendix B, "Safety," Attachment B-2). Therefore, SEA does not recommend mitigation. SEA notes that FRA as well as CSX and NS have extensive programs in place, including the Safety Integration Plans for the proposed Conrail Acquisition, that would help to provide for the continued safety of people living near rail lines.

Section 5.3.23—Virginia

Virginia—Transportation: Passenger Rail Service

Summary of Comments. The Town of Ashland, Virginia commented that the Town has extensively utilized Amtrak, with “eight passenger trains with regular stops in Ashland.” However, the Draft EIS’s “analysis of passenger rail service does not show Ashland among those localities with Amtrak service (Volume 3-B, page VA-14).” The Town did not want the proposed Conrail Acquisition to “impede the continued potential for growth of Amtrak services in the area.”

Response. SEA did not list all points served by passenger trains in the Draft EIS, but illustrated cities with passenger train service. Amtrak will decide future service levels through Ashland, including whether to add trains or station stops. The Commonwealth of Virginia, FRA, Amtrak, VRE, and CSX are presently conducting a study of the Washington, D.C.-to-Richmond, Virginia rail corridor to identify needed capacity improvements for future rail passenger service in this corridor.

Summary of Comments. The Loud Fairfax Planning District Commission and the Town of Stanley, Virginia, in the form of identical resolutions, each commented that increased freight traffic resulting from the proposed Conrail Acquisition could interfere with the expansion of passenger rail service for Civil War battlefield tourists. The commentors requested that the Board consider “the high probability of more significant ... impacts ... due to increases in rail traffic volume”

Response. SEA has determined that the rail line segments the commentors are referring to are (a) NS’s Shenandoah Valley line between Hagerstown, Maryland and Roanoke, Virginia and (b) NS’s Manassas-to-Riverton Junction, Virginia rail line segment (N-325), which connects to the Shenandoah Valley, Virginia Line. Neither of these routes currently has passenger service. SEA is not aware of any formal planning, preliminary or otherwise, for passenger rail service on either rail line. According to NS’s Operating Plan, the rail line segment between Manassas and Riverton Junction would carry 2.5 fewer freight trains, a reduction of 22 percent.

Summary of Comments. The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, which jointly own VRE, disputed the Draft EIS’s preliminary conclusion that the proposed Conrail Acquisition would have no adverse effect on VRE’s current commuter services on the Fredericksburg and Manassas rail line segments. VRE argued that NS would increase the number of freight trains on the Manassas rail line segment by four and that CSX would substantially increase trains on the “already highly congested Fredericksburg Line” during VRE rush hour operations. VRE also noted that CSX does not have plans to improve the capacity of the Fredericksburg Line and appears to be relying on “publicly funded improvements.” Therefore, VRE disagreed with SEA in that the proposed train increases are “well within the capacity” of the affected lines. VRE urged SEA to reexamine

Section 5.3.23—Virginia

its operations and “develop conditions for inclusion in the [Final EIS] to mitigate the adverse impact of the proposed Conrail Acquisition on VRE.”

Response. SEA analyzed the CSX and NS routes VRE utilizes, including a short segment on Conrail, and concluded that VRE service would not be adversely affected as a result of the proposed Conrail Acquisition.

SEA is aware that there are operating constraints between Washington, D.C. and Richmond, Virginia that limit capacity. The most significant of these is the combination of the 10 mph single-track Virginia Avenue Tunnel and the double-track Potomac River Bridge. Together these create a funneling effect, which the speed restriction exacerbates, that increases the time required for a freight train to move through this area. The following constraints further restrict freight train movement:

- Limited crossover capability between Alexandria and Richmond, Virginia.
- Track configuration at the Lorton AutoTrain Terminal.
- Single-track bridge at Quantico Creek.
- Steep gradient of Franconia Hill.

SEA notes that FRA and Amtrak, with input from the Commonwealth of Virginia, VRE, and CSX, are conducting a study of the CSX Washington, D.C.-to-Richmond, Virginia corridor as a supplement to their Annual Report to Congress. The report identifies and prioritizes the capital improvements required to expand future commuter rail service and accommodate increased train speeds on this route.

SEA concluded that CSX has been able to dramatically improve the on-time performance of VRE and Amtrak. On-time performance between Washington, D.C. and Richmond, Virginia is more a function of CSX managerial operations than that of rail line and rail yard capacity. In addition, VRE has an ambitious capital spending plan that would increase the operating flexibility of the Fredericksburg Line.

The operating access agreement between VRE and CSX states that any expansion of VRE commuter service is conditional on assurances from VRE's owners, the Northern Virginia Transportation Commission, and the Potomac and Rappahannock Transportation Commission, that they would finance capital improvements to expand the capacity of CSX's Richmond, Fredericksburg and Potomac Subdivision. Because VRE's owners have not altered their plans to expand VRE commuter service, it was reasonable for CSX to assume in its Operating Plan that VRE's owners would continue implementing several planned capital improvements. SEA concluded that the operating access agreement between CSX and VRE governs the allocation of capital expenditures, and that SEA could not change or nullify the terms of that agreement in the course of analyzing the environmental impacts of the proposed Conrail Acquisition.

Section 5.3.23—Virginia

SEA recognizes that the 8-mile CP-Virginia Avenue-to-Potomac Yard rail line segment (C-002) and AF interlocking, south of the Alexandria, Virginia passenger station, is not an ideal railway alignment. However, the route has sufficient capacity, including Traffic Control System bi-directional signaling, to accommodate the 10.1 additional freight trains per day projected if it were effectively managed and dispatched. Of the 8 miles in this rail line segment, 4.7 miles in Virginia have three main tracks. This rail line segment would be used on a weekday by 24 VRE trains, 20 Amtrak trains, and 29 CSX and NS freight trains. The passenger trains tend to be clustered northbound in the morning peak period between 6:00 a.m. and 9:00 a.m. and southbound in the afternoon peak period between 4:00 p.m. and 7:00 p.m.

The 51-mile segment between AF interlocking and VRE's Fredericksburg Yard has bi-directional signaling. It is double-track, except at Quantico Creek Bridge. According to CSX's Operating Plan, this rail line would have an increase of 7.1 freight trains per day and would be utilized on weekdays by 12 VRE and 18 Amtrak trains. Even with these previously mentioned constraints, CSX has demonstrated, as noted by DOT in its comments on the Draft EIS, that freight trains with appropriate horsepower-per-ton ratings can operate during passenger train peak periods without impacting VRE's on-time performance. If VRE implements its planned capital improvements program, the added operating capacity and flexibility would significantly improve the efficiency of train movements on the Fredericksburg Line.

On the 26-mile, double-track Manassas rail line segment between AF interlocking in Alexandria and Broad Run, South Manassas, NS proposed an increase of two freight trains per day, for a total of 10 freight trains per day on this TCS bi-directional signaled line. Presently, 12 VRE and three Amtrak trains use this rail line segment on weekdays. SEA concluded that this rail line segment has sufficient capacity to handle the current and proposed traffic.

SEA noted that NS's Operating Plan would move coal trains on the more indirect route through Enola, Pennsylvania (not Harrisburg) to Chevy Chase, Maryland (not Baltimore) rather than the more direct route via Washington, D.C. SEA also observed that the route through Enola encounters substantially fewer passenger trains and avoids the operating constraints of the Virginia Avenue Tunnel in Washington, D.C. and the B&O Tunnels in Baltimore, Maryland on Amtrak's Northeast Corridor. NS would be acting within its operating discretion by routing trains over a longer route if it achieved the primary objectives of efficiency and reliability.

Summary of Comments. VRE disagreed with a statement on page 4-39, Volume I, of the Draft EIS that said improvements to the Virginia Avenue Tunnel "would improve the movement of both passenger and freight trains through this tunnel" and suggested that SEA carefully review VRE operations. VRE contended that neither VRE nor Amtrak trains run through the tunnel. While VRE acknowledged that the improvements could increase capacity between Potomac

Section 5.3.23—Virginia

Yard and CP-Virginia Avenue, it argued that SEA apparently did not analyze (a) the magnitude of increased capacity on the CP-Virginia Avenue-to-Potomac Yard rail line segment (C-002) as a result of the tunnel improvements, or (b) the increase in delays or reduction in capacity on the line during the period when the Applicants are making improvements. VRE suggested that SEA and the Board “establish conditions to mitigate the adverse impact on VRE operations during the construction” on the tunnel.

Response. SEA did not assume in its analysis that passenger trains operate through the Virginia Avenue Tunnel. VRE and Amtrak trains are entitled to dispatching preference on the lines in question, including the rail line segment between Potomac Yard and CP-Virginia Avenue. Therefore, it is not necessary for SEA to determine the exact magnitude of the line capacity expansion that would result from CSX’s improvements to the Virginia Avenue Tunnel. In CSX’s Rebuttal filed on December 15, 1997, it stated that those improvements would permit an increase in operating speed through the Tunnel from 10 mph to 25 mph. SEA noted that such an improvement would have the effect of reducing by 50 percent the time required for a freight train to move between CP-Virginia Avenue and RO interlocking (the point at which Conrail ownership currently ends and CSX ownership begins), across the Potomac River. This reduction in freight train occupancy time would allow more time for the movement of VRE and Amtrak trains.

Virginia—Transportation: Highway/Rail At-grade Crossing Delay

Summary of Comments. The Town Council of Ashland, Virginia stated that SEA should revise the Draft EIS to correct train speeds of 50 mph to 35 to 45 mph depending on the time of day, through the area and should recalculate the delays on Route 54 to reflect higher traffic volumes than the volumes the Draft EIS reported. The Council stated that, in 1997, CSX committed to maintain these slower speeds through Ashland. The Council also requested that SEA revise the queue calculations to reflect the corrected delay. Traffic counts for England Street by the Virginia Department of Transportation were significantly higher than the counts in the Draft EIS. The Council suggested that, if the LOS on England Street deteriorates to an unsatisfactory level, CSX should provide some form of mitigation. The Council voiced the opinion that grade separation on Route 54 in the historic downtown would be inappropriate, but suggested that CSX consider an alternative crossing for grade separation.

Response. SEA reanalyzed the delay at the England Street (FRA ID 860459F) crossing in the Town of Ashland using the updated ADT volumes from the Virginia Department of Transportation and with the adjusted train speed. The new ADT volume the reanalysis used is 16,549. SEA performed a further review of train timetables and determined that an appropriate operating train speed for England Street is 40 mph.

The reanalysis is contained in this Final EIS and shows that this crossing would operate at LOS B both before and after the proposed Conrail Acquisition. Crossing delay per stopped vehicle would increase from 2.17 minutes per vehicle to 2.23 minutes per

Section 5.3.23—Virginia

vehicle. The England Street crossing would still not meet SEA's criteria for a significant increase in vehicle delay. Therefore, SEA concluded that mitigation of traffic delay is not warranted.

Summary of Comments. The Virginia Department of Environmental Quality stated that certain highway/rail at-grade crossings in Prince William County and Manassas City, Virginia were experiencing "unacceptable congestion and delay" during the peak commuting hours because of train traffic. The Department remarked that the Virginia Department of Transportation began to investigate this delay. The Department asked, "How are the existing unacceptable crossing delays incorporated into and reflected in this study?"

Response. SEA analyzed vehicle delay at highway/rail at-grade crossings along rail line segments that met SEA's thresholds for environmental analysis. The present delay problem that the Department of Environmental Quality cited would not be a potential impact of the proposed Conrail Acquisition, because it is related to pre-existing train operations. Three rail line segments run through Prince William County, Virginia. The number of trains on the Alexandria-to-Manassas rail line segment (N-315) would increase by 1.8 trains per day—that is, from 7.8 trains per day before the proposed Conrail Acquisition to 9.6 trains per day after the proposed Acquisition. The number of trains on the Manassas-to-Montview rail line segment (N-316) would increase by 1.3 trains per day from—that is, from 13.7 trains per day before the proposed Conrail Acquisition to 15.0 trains per day after the proposed Acquisition. The number of trains on the Riverton Junction-to-Manassas rail line segment (N-325) would decrease by 2.5 trains per day—that is, from 11.3 trains per day before the proposed Conrail Acquisition to 8.8 trains per day after the proposed Acquisition. These rail line segments did not meet SEA's thresholds for environmental analysis (an increase of 3 or more trains per day for rail line segments in air quality nonattainment areas).

Summary of Comments. The Virginia Department of Environmental Quality asked SEA for the following explanation:

1. The rationale and mathematical equation that SEA used to estimate "Average Delay for All Vehicles" on page C-13. The Department stated, "Based on the equation, the units do not work out correctly."
2. "[T]he use of conversion factor '24'—number of hours per day to be divided by conversion factor '1440'—number of minutes per day."
3. "[W]hy the spreadsheet exhibited in Table 5-VA-7 contains units for "Average Delay per Vehicle (All Vehicles)" as 'sec/veh' whereas the aforementioned equation provides units of 'min/veh'."

Section 5.3.23—Virginia

4. "[W]hy the mathematical equation used to evaluate the 'Number of Vehicles Delayed per Day' did not incorporate the same assumptions used by the 'Maximum Vehicle Queue' equation to address peak hour traffic."
5. "[T]he derivation of factor '0.0833' in the 'Average Delay for All Vehicles' equation and how peak hour traffic was weighted."

Response. The average delay for all vehicles represents the estimated average delay that all drivers experience over an entire day. The average delay includes both drivers who would and drivers who would not experience delay from trains. SEA calculated the average delay by dividing the total vehicle delay over the entire day, expressed in vehicle-minutes of delay, by the ADT volumes.

SEA developed the equation in the Draft EIS to calculate the average delay for all vehicles at a highway/rail at-grade crossing. The equation is the estimated delay per stopped vehicle (the average amount of time a driver would wait at a crossing when a train is passing) multiplied by the number of vehicles that would experience delay over the entire day, and then divided by the ADT.

SEA estimated average delay for all vehicles from the following equation:

$$D_v = D_c \times N \times D_A \times (24/1,440) \times 0.0833$$

Where:

D_v = Average delay for all vehicles, in minutes per vehicle.

D_c = Time required for a train to pass a highway/rail at-grade crossing, including time for gate closing and opening, in minutes per train.

N = Number of trains per day.

D_A = Crossing delay per stopped vehicle, in minutes per vehicle.

24 = Number of hours per day.

1,440 = Number of minutes per day.

0.0833 = A factor to define the amount of daily traffic in an hour (1 day/24 hours), multiplied by 2 to be conservative.

The units in the equation do indeed work out correctly. That is the purpose of the conversion factors that the commentor noted.

The difference in units between Table 5-VA-7 in the Draft EIS and the description of the formula in the text is not significant. The spreadsheet data in the table did not reflect all of the conversion factors that SEA used. The difference is simply a result of the computer program that SEA used for computations.

Section 5.3.23—Virginia

The analysis did not calculate vehicle delay in the peak hour because predicting the portion of daily trains that would pass a highway/rail at-grade crossing in the peak hour is not possible. Because trains do not run on fixed schedules, the equation reflects the assumption that the specified number of daily trains would arrive at random times over the entire day. Random train arrivals would have an equal chance of occurring at any hour of the 24-hour day, so the hourly highway traffic volume would be 1/24 of the ADT. However, if SEA had assumed an equal distribution of highway traffic over the entire day, the analysis would have risked underestimating vehicle delay because highway traffic does have peaks. To avoid this risk, SEA doubled the assumed hourly rate of highway traffic; hence, $2 \times (1/24) = 0.0833$, the factor in the formula. This factor made the calculations sufficiently conservative to serve the purpose of the analysis.

The equation that SEA used to calculate maximum queue lengths differed from that used to calculate vehicle delay because of differences in the purposes of the calculations. Unlike the vehicle delay calculation described above, the maximum queue length explicitly represented peak-hour highway traffic characteristics. In calculating queue lengths, SEA did not have to use the general 0.0833 factor but could instead use a more typical peak-hour factor, which was 10 percent. SEA used the results of the vehicle delay analysis, not the maximum queue length, to determine the need for mitigation.

Summary of Comments. The Town of Ashland, Virginia commented that extended highway/rail at-grade crossing delays for emergency vehicles in excess of 5 minutes may endanger lives and property. The Town noted that a fire station and rescue squad are one block away from the highway/rail at-grade crossing, with high-occupancy college dormitories located across the tracks from the two stations.

Response. The average number of trains on the CSX Richmond-to-Doswell rail line segment (C-102) would increase from 17.8 trains per day to 24.8 trains per day as a result of the proposed Conrail Acquisition. This increase is less than SEA's threshold for environmental analysis (an increase of 8 or more trains per day). Therefore, SEA did not analyze vehicle delay for crossings on rail line segment C-102. See Chapter 4, "Summary of Environmental Review," of this Final EIS.

Virginia—Transportation: Roadway Systems

Summary of Comments. The Town of Ashland, Virginia stated that the Draft EIS used erroneous information regarding England Street. The Town noted that Virginia Department of Transportation traffic volume information for England Street, rail line segment C-102, is higher than in Table 5-VA-7 (revised). SEA's Supplemental Errata dated January 21, 1998, showed reduced average vehicle delays and corresponding levels of service in both "pre-Acquisition" and "post-Acquisition" conditions. The Town stated, "However, the Table still shows a vehicle count (ADT) of 7,775 at the England Street crossing." The Town added that the Virginia Department of Transportation conducted traffic counts on England Street within three blocks of

Section 5.3.23—Virginia

and on either side of the tracks. The resulting daily traffic volumes were 9,654 and 16,549 vehicles per day. The Town noted that the actual count “is therefore at least 24 percent and as much as 213 percent higher than indicated in the [Draft] EIS.” The Town requested that the Board “provide a special review of the unique circumstances in Ashland, in light of the erroneous data....”

Response. SEA performed revised analysis of the highway/rail at-grade crossing delay based on the updated England Street ADT volume of 16,549. Appendix G, “Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis” of this Final EIS contains the results of the revised analysis. The results show that the crossing would continue to operate at LOS B both before and after the proposed Conrail Acquisition. The crossing delay per stopped vehicle would increase from 2.17 minutes per vehicle to 2.23 minutes per vehicle. This increase would not meet SEA’s criteria for a significant increase in vehicle delay.

Summary of Comments. The Virginia Department of Environmental Quality requested the CSX and NS truck diversion data by jurisdiction, if possible.

Response. SEA acknowledges this comment. The truck-to-rail diversions are located in a table in Appendix E, “Air Quality,” Attachment E-7, “Emissions Decreases from Truck-to-Rail Diversions in Counties Analyzed,” in the Draft EIS. This table lists all counties in Virginia that SEA evaluated with available truck-to-rail diversion data.

Virginia—Transportation: Other

Summary of Comments. The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission jointly commented that the Fredericksburg Line is one of the most capacity-constrained rail line segments of the entire CSX system. The Commissions asserted that the methodology that CSX and NS used to estimate freight train densities did not consider the passenger operations of VRE (which the Commissions jointly own). The Commissions stated that scheduling adjustments and refinements would not resolve the issue.

The Commissions pointed out that Federal funding is available for track and signal improvements between the Potomac River and Telegraph Road and the Woodbridge/Aquia crossover. The Commissions continued that “unless CSX is prepared to represent that it will make the improvements even if public funding is not forthcoming, SEA should not assume that the improvements will be made or factor the improvements into its consideration of the environmental impact of the proposed Conrail acquisition.”

The Commissions added that “there is no indication that SEA conducted any analysis of (i) the magnitude of increased capacity on the Potomac Yard to CP - Virginia Avenue line as a result of the Virginia Avenue tunnel improvements or (ii) the increase in delays or reduction in

Section 5.3.23—Virginia

capacity on the line during the period when the improvements are being made.” The Commissions stated, “SEA needs to establish conditions to mitigate the adverse impact on VRE operations during the construction.”

Response. SEA has analyzed the CSX and NS routes that VRE commuter trains use, including a short segment on Conrail, and concludes that the proposed Conrail Acquisition would not adversely affect VRE service.

SEA is aware that there are operating constraints between Washington, D.C. and Richmond, Virginia that limit capacity. The most significant of these is the combination of the 10-mile-per-hour single-track Virginia Avenue Tunnel and the double-track Potomac River Bridge. Together, these create a funnel effect, and the speed restriction greatly increases the length of time that a freight train requires to move through this area. Additional operating constraints are the limited crossover capability between Alexandria and Richmond, Virginia; the track configuration at the Lorton AutoTrain Terminal; the single-track bridge at Quantico Creek, Virginia; and the steep gradient of Franconia Hill, Virginia.

SEA notes that FRA and Amtrak, with input from the Commonwealth of Virginia, VRE and CSX, are conducting a study of the CSX Washington-to-Richmond corridor, as a supplement to their Annual Report to Congress. The report will identify and prioritize the capital improvements needed to expand future rail service and increase train speeds on this route. This study is addressing many of the sub-optimal operating characteristics that the above response describes.

SEA concludes that CSX has recently been able to improve on-time performance for VRE and Amtrak. On-time performance between Washington and Richmond is less a matter of line and yard capacity than of managerial attention to operations by CSX. In addition, VRE has an ambitious capital spending plan that would increase the operating flexibility of the Fredericksburg Line.

The operating access agreement between VRE and CSX states that any expansion of VRE commuter service is conditional on assurances from VRE's owners (the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission) that they would finance capital improvements to expand the capacity of CSX's Richmond, Fredericksburg, and Potomac Subdivision. VRE's owners have not indicated any change in plans to expand their service. Thus, it was reasonable for CSX to assume in its Operating Plan that VRE's owners would continue implementing several planned capital improvements. SEA concluded that the operating access agreement between CSX and VRE governs the allocation of capital expenditures, and that SEA could not change or nullify the terms of that agreement in the course of analyzing the potential environmental impacts of the proposed Conrail Acquisition.

Section 5.3.23—Virginia

The 8-mile rail line segment between CP-Virginia Avenue in Southwest Washington, D.C. and AF interlocking south of the Alexandria, Virginia passenger station is not an ideal railway alignment. Of the 8 miles in this rail line segment, 4.7 miles in Virginia have three main tracks. On a weekday, 24 VRE trains, 20 Amtrak trains, and 29 CSX and NS freight trains would use this rail line segment. The passenger trains tend to cluster northbound in the morning peak period between 6:00 a.m. and 9:00 a.m. and southbound in the afternoon peak period between 4:00 p.m. and 7:00 p.m. The route has sufficient capacity, including Traffic Control System bi-directional signaling, to accommodate the projected 10.7 additional freight trains per day, but only if CSX effectively manages the system and dispatches the trains.

The 51-mile rail line segment (C-101) between AF interlocking and Fredericksburg also has bi-directional signaling. It is double-track except at Quantico Creek Bridge. According to CSX's Operating Plan, this rail line would have an increase of 7.1 freight trains per day. On weekdays, 12 VRE and 18 Amtrak trains would use this rail line. Even with the above-mentioned operating constraints on this rail line, CSX has demonstrated (as DOT noted in its comments on the Draft EIS) that freight trains with appropriate horsepower-per-ton ratings can operate during passenger train peak periods without affecting VRE's on-time performance. If VRE implements its planned capital improvements program, the added operating capacity and flexibility would significantly improve the efficiency of train movements on the Fredericksburg Line.

On the 26-mile, double-track Manassas Line between AF interlocking in Alexandria and Broad Run, South Manassas rail line segment (N-315), NS proposed an increase of two freight trains per day, for a total of 10 freight trains per day on this Traffic Control System bi-directional signaled rail line. Presently, 12 VRE and three Amtrak trains use this rail line segment on weekdays. SEA concluded that this rail line segment has sufficient capacity to handle all of the current and proposed traffic.

SEA noted that NS's Operating Plan proposes to move coal trains on the more circuitous route through Enola, Pennsylvania (not Harrisburg) to Chevy Chase, Maryland (not Baltimore) rather than the more direct route via Washington, D.C. SEA also observed that the route through Enola encounters substantially fewer passenger trains and avoids the operating constraints of the Virginia Avenue Tunnel in Washington, D.C. and the B&P Tunnels in Baltimore, Maryland on Amtrak's Northeast Corridor. NS would be acting within its operating discretion if it routed trains over a longer route as long as it achieved the primary objectives of efficiency and reliability.

SEA did not assume in its analysis that passenger trains operate through the Virginia Avenue Tunnel. Passenger trains have not done so on a regular basis since early in this century.

Section 5.3.23—Virginia

VRE and Amtrak trains are entitled to dispatching preference on the lines in question, including the rail line segment between Potomac Yard and CP-Virginia Avenue. Therefore, it is not necessary for SEA to determine the exact magnitude of the rail line capacity expansion that would result from CSX's improvements to the Virginia Avenue Tunnel. In the rebuttal that CSX filed on December 15, 1997, it stated that those improvements would permit an increase in operating speed through the tunnel from 10 mph to 25 mph. SEA noted that such an improvement would have the effect of reducing by 50 percent the time that a freight train requires to move between CP-Virginia Avenue and RO interlocking, across the Potomac River. This reduction in freight train occupancy time would allow more time for the movement of VRE and Amtrak trains.

SEA notes that changes in normal operations would be necessary while CSX is improving the Virginia Avenue Tunnel. SEA urged VRE and Amtrak to work within the framework of their respective operating access agreements to minimize the potential impact on their affected operations. Assuming that CSX would shift all of its freight operations to nighttime hours, work on the Virginia Avenue Tunnel during the day would minimize the impact on VRE and Amtrak, while CSX freight operations at night would be relatively free of interference by passenger operations.

Summary of Comments. The City of Lynchburg, Virginia opposed any aspect of the proposed Conrail Acquisition that would reduce rail traffic through the City. In addition, the City requested that SEA clarify "the impact of the proposed Acquisition on rail service to Lynchburg before the EIS is finalized."

Response. SEA has determined that the Applicants expect that the number of freight trains per day on various rail line segments that pass through the Lynchburg area to remain the same or increase slightly from existing levels (see Appendix A, "Rail Line Segments and Traffic Density Changes," of the Draft EIS). The number of freight cars that the NS Montview yard handles daily would decrease by 9 cars per day. SEA based these projections on traffic flow models for the entire NS and CSX systems showing conditions both before and after the proposed Conrail Acquisition. SEA determined that the freight traffic increase and concurrent yard activity decrease would result from better sorting of freight cars at the origin to allow freight cars to move longer distances before switching in a yard. SEA recognizes this prevailing trend in the railroad industry, and concluded that the projected decrease in the number of cars handled in Montview would result from a higher proportion of through trains.

Summary of Comments. The Towns of Front Royal and Stanley, Virginia, Warren County, Virginia, and the Lord Fairfax Planning District Commission of Virginia noted, in separate comments, that "the train traffic projections are highly speculative given the strategic location of Riverton Junction for east coast and midwestern rail traffic and the high probability of increased through freight traffic." The commentators requested that the Board consider the high

Section 5.3.23—Virginia

probability of more significant potential environmental impacts on the community as a result of the proposed Conrail Acquisition.

Response. As Attachment A-1, "Master Table of All Rail Line Segments," of Appendix A, "Rail Line Segments and Traffic Density Changes," in the Draft EIS noted, the rail line segments between Roanoke and Riverton Junction (N-100) and between Riverton Junction and Harrisburg (N-091) would experience traffic level increases of 8.2 and 8.5 trains per day, respectively, following the proposed Conrail Acquisition. On the segment between Riverton Junction and Manassas (N-325), NS anticipates a reduction of 2.5 trains per day.

NS derived rail traffic volumes from a computer model of a 1 percent sample of 1995 waybill information (waybills are routing and commodity information that accompany each rail shipment). NS reviewed each segment to determine whether the levels predicted by the model are realistic. Section A.4 of Appendix A, "Rail Line Segments and Traffic Density Changes," of the Draft EIS described the analysis methods for developing the train projections in more detail.

In the Draft EIS, SEA analyzed the impacts of the proposed Conrail Acquisition on the segments that experienced an increase of 8 or more trains per day if the increase in traffic levels occurred within an attainment area. Accordingly, SEA analyzed the two rail line segments (N-091 and N-100) between Roanoke and Harrisburg.

SEA notes that NS's Operating Plan reserved the right to route additional traffic over the Roanoke-to-Riverton rail line segment should NS's negotiations with the North Carolina Railway Company fail to achieve an operating agreement satisfactory to both parties. Since this matter predates the proposed Conrail Acquisition and is governed by a contractual arrangement between the North Carolina Railway Company and NS, SEA neither interceded nor speculated on train volume changes. SEA anticipates, however, that any increase in NS traffic along the Shenandoah Valley rail line (rail line segments N-091 and N-100) would result in a corresponding decrease in the Manassas-to-Riverton Junction rail line segment.

The Operating Plan represents the Applicant's best estimate for rail traffic activities 3 years after the proposed Conrail Acquisition. The potential for additional shipments in this or any other area exists in the future, subject to the Applicant's response to a continually changing economic climate. SEA has determined that significant environmental impacts would not result from the proposed Conrail Acquisition and concluded that no mitigation is warranted.

Section 5.3.23—Virginia

Summary of Comments. The Commonwealth of Virginia Department of Rail and Public Transportation expressed a concern that the recommendation of a 15-minute clearance window before and after the arrival of a passenger train would reduce a line's capacity. The Department suggested that the Board study the recommendation further before taking final action.

Response. SEA reviewed its analysis and determined that modern signal systems that the Applicants employ may adequately address the increased risk of train collisions. Therefore, SEA is withdrawing its proposed mitigation of temporal separation of passenger and freight trains and does not recommend further mitigation.

Summary of Comments. CSX expressed concern that the "15/30 minute train separation rule on the CSX system would make it impossible for freight trains and passenger trains to share the same tracks during periods of significant passenger use of the tracks on the Fredericksburg and Point of Rocks line segments, over which both commuter and Amtrak operations are conducted." CSX stated that both freight and passenger service would suffer if the Board requires the proposed rule.

Response. SEA reviewed its analysis and determined that modern signal systems and automatic train protection technologies that the Applicants employ may adequately address the increased risk of train collisions. Therefore, SEA is withdrawing its proposed mitigation of temporal separation of passenger and freight trains and does not recommend further mitigation. SEA encourages FRA to exercise its regulatory authority over passenger rail safety and directly address rail line segments that passenger trains and an increased number of freight trains use.

Summary of Comments. The Virginia Department of Environmental Quality requested an explanation of "why the impact to the port activities in Hampton Roads, Virginia was below the screening thresholds when in fact Sect. 5-VA.2 indicated that the '...Mono[n]gahela coal fields of western Pennsylvania would add another source of coal traffic for the CSX-served export docks at Newport News, and NS-served export docks at Norfolk.'"

Response. SEA has determined that CSX enters the Hampton Roads area on rail line segment C-232, for which CSX projects a decrease of 1.0 train per day from the existing level of 9.6 trains per day. As Appendix A, "Rail Line Segments and Traffic Density Changes," of the Draft EIS showed, this rail line segment is the likely path for transport of coal originating in the Monongahela region. Monongahela coal transported into the Hampton Roads area on the NS rail line would arrive on the Norfolk-to-Burkeville rail line segment (N-417), for which CSX projects an increase of 1.1 trains per day from an existing level of 20.4 trains per day. The Applicants expect tonnage figures associated with the trains per day to remain essentially unchanged.

In their Operating Plans, the Applicants explain their intentions for routing Monongahela coal to the Hampton Roads area. While the data listed in the paragraph above do not

Section 5.3.23—Virginia

show a substantial increase in coal traffic, the redistribution of overall rail traffic following the proposed Conrail Acquisition may reflect a decrease in general merchandise traffic to and from this area that may be offset by increases in coal movements.

Virginia—Air Quality

Summary of Comments. VRE stated that the increasing numbers of freight trains on the tracks would cause schedule delays for its passenger service. According to VRE, this situation would lead to passengers returning to automobiles and increasing air pollution emissions.

Response. Under the Rail Passenger Service Act of 1970 (49 U.S.C. § 24308(c)) and similar statutes, the Applicants have entered into contractual agreements with passenger rail operators that give passenger trains dispatch priority over freight trains in order to maintain passenger train schedules. The proposed Conrail Acquisition would not affect these contractual agreements. Increased freight train traffic following the proposed Conrail Acquisition therefore should not affect passenger rail service, and SEA expects that there will be no diversion of passengers to automobiles. Accordingly, SEA does not expect any adverse air quality effects of the proposed Conrail Acquisition relative to passenger rail services.

Summary of Comments. The Town Councils of Front Royal and Stanley, Virginia and the Board of Supervisors of Warren County, Virginia noted that SEA concluded that there was only minimal air quality effect in Warren County, despite the fact that the estimated levels of air pollutants exceeded SEA's significance criteria for mitigation.

Response. SEA's analysis, which Chapter 5, "State Settings, Impacts and Proposed Mitigation," of the Draft EIS (see Table 5-VA-17) presented, indicated that there would be potential NO_x emissions in Warren County greater than SEA's emissions screening levels before and after the netting analysis. SEA's analysis also indicated that the potential NO_x increase would exceed 1 percent of the County's 1995 NO_x emissions. SEA determined, however, that these effects would not be significant, as discussed below.

SEA considered the effect that increases in NO_x emissions from Acquisition-related activities would have on ozone concentrations. Warren County is an ozone attainment area with low existing NO_x emissions. SEA concluded that the relatively low (2.2 percent) projected increase in County-wide NO_x emissions would not significantly affect local ozone levels or the County's ozone attainment status. This conclusion is based on recent studies by the Ozone Transport Assessment Group, which have shown that NO_x effects on ozone nonattainment are primarily a regional concern, rather than a local one. Therefore, SEA has concluded that local NO_x emissions changes, particularly the relatively low and widely distributed emission changes identified in the Draft EIS, would

Section 5.3.23—Virginia

have no measurable effect on local attainment of ozone air quality standards. EPA's new locomotive emissions rules would largely offset emissions increases from increased train traffic over the next few years.

Summary of Comments. The Virginia Department of Rail and Public Transportation commented that the air quality analysis presented in the Draft EIS for Page County, Virginia is flawed. The Department explained that the Draft EIS did not account for emissions reductions resulting from truck-to-rail freight diversions in Page County. Further, the Department claimed that the diversions should have some positive effect in Page County.

Response. SEA disagrees that the air quality analysis presented in the Draft EIS for Page County is incorrect, because there would be no truck diversions (and associated emissions reductions) in the County. The truck diversion emissions reductions in the area would be a result of a decrease in truck traffic on Interstate 81, which runs parallel to the northwestern border of Page County. In addition, NS and CSX provided data that showed no interstate highways serving as major trucking routes passing through the County. For these reasons, SEA does not expect emissions reductions in Page County as a result of truck-to-rail freight diversions.

Although SEA does agree that emission benefits of the diversion of freight from truck to rail could extend beyond the counties identified in the Draft EIS, the actual analysis focused on the counties for which such data were available.

Summary of Comments. The Office of Air Data Analysis of the Virginia Department of Environmental Quality commented that the proposed Conrail Acquisition would have a noticeable air quality impact locally and regionally in Virginia and that the Final EIS must address the potential environmental impacts at both the local and regional levels.

Response. SEA has determined that the proposed Conrail Acquisition would not pose a noticeable air quality impact in Virginia. Emissions of all pollutants except NO_x would change by negligible amounts. SEA estimated that emissions of NO_x would decrease by a small amount (647 tons per year; see Table 4-17 of the Draft EIS) in Virginia. This represents a decrease of approximately 0.1 percent of the estimated half million tons of NO_x emitted in Virginia in 1995 (EPA 1996). See Appendix I, "Air Quality Analysis," of this Final EIS.

Summary of Comments. The Office of Air Data Analysis of the Virginia Department of Environmental Quality commented that the Board must make a conformity determination in any ozone nonattainment areas, regardless of the screening criteria that SEA established for the EIS. The Department also commented that a General Conformity determination is necessary for the Richmond and Hampton Roads, Virginia nonattainment areas, regardless of EIS screening criteria.

Section 5.3.23—Virginia

According to the Department, the Board must make a determination that the transportation aspect of its action complies with the transportation conformity rules (40 CFR 51.853(a)).

Response. The Board has determined that General Conformity Rules (40 CFR 93, Subpart B) do not apply to the proposed Conrail Acquisition. EPA has stated that "it is up to each Federal agency to review its own unique legal authority and determine what emission-generating activities it has the ability to control." (See *General Conformity Guidance: Questions and Answers*, EPA Office of Air Quality Planning and Standards, July 13, 1994, page 14.) The Board has examined the issue of control and has determined that it cannot practicably control railroad emissions as part of a continuing program responsibility. See Section 5.2.3.11, "Air Quality," of this chapter for additional discussion of this issue and SEA's discussion of applicability.

Transportation conformity rules (40 CFR 93, Subpart A) also do not apply to the Board's possible approval of the proposed Conrail Acquisition. These rules apply only to highway or transit projects proposed for funding by or requiring approval of the Federal Highway Administration or the Federal Transit Administration.

Summary of Comments. The Office of Air Data Analysis of the Virginia Department of Environmental Quality commented that air quality impacts occur on the borders of two Prevention of Significant Deterioration Class I areas and a serious nonattainment area. The Department continued that SEA should conduct the impact analysis by treating the entire affected area containing the Class I areas and the nonattainment area in order to capture all of the potential benefits and "disbenefits." The Department added that, where rail line segments come within 10 kilometers of a Class I area, SEA should consider minimizing highway/rail at-grade crossing delay and fugitive emissions to avoid potential environmental impacts on local air quality.

Response. SEA recognizes the concerns of the Virginia Department of Environmental Quality. SEA has evaluated NO_x emissions on a regional and system-wide basis, rather than simply a local basis such as near Class I areas. This is because the primary concerns posed by NO_x emissions are regional and larger-scale issues such as acid rain, ozone formation, and haze. SEA's analysis has demonstrated that larger-scale NO_x emissions would decrease as a result of the proposed Conrail Acquisition.

SEA does not expect emissions from highway/rail at-grade crossing delay to be significant along rail lines located in close proximity to Prevention of Significant Deterioration Class I areas. This is because the high traffic levels that might cause a concern for highway/rail at-grade crossings are generally located in urbanized areas, whereas the Class I areas (National Parks and Wilderness Areas) are generally in relatively undeveloped, rural areas.

Section 5.3.23—Virginia

If the Board approves the proposed Conrail Acquisition, SEA recommends that the Board require the Applicants to take appropriate measures to minimize fugitive dust emissions for all proposed construction projects, regardless of location. See Chapter 7, "Recommended Environmental Conditions," of this Final EIS.

Summary of Comments. The Office of Air Data Analysis of the Virginia Department of Environmental Quality commented that SEA should share information on the emission benefits from truck VMT removal and the "disbenefit" from highway/rail at-grade crossing delay with the local Metropolitan Planning Organization.

Response. For Metropolitan Planning Organizations or other groups, SEA has estimated the air quality (emissions) benefits and "disbenefits" related to the proposed Conrail Acquisition for Counties and jurisdictions in which emissions increases exceed SEA's screening levels (see Chapter 5, "State Settings, Impacts and Proposed Mitigation," of the Draft EIS). SEA emphasizes that these are simply projections, however, and that rail-related emissions can increase or decrease at any time subject to freight service supply and demand. Each Metropolitan Planning Organization is responsible for tracking air pollutant emissions budgets within its jurisdiction. Metropolitan Planning Organizations could use SEA's methodologies for calculating such emissions increases and decreases to track all existing and future rail-related emissions, not just those changes that could occur if the Board approves the proposed Conrail Acquisition.

Summary of Comments. The Office of Air Data Analysis of the Virginia Department of Environmental Quality recommended that SEA perform localized hot-spot analyses for highway/rail at-grade crossings and intermodal facilities that experience additional operations. The Department also suggested that SEA strengthen the air quality analysis at highway/rail at-grade crossings by using peak hour delays during summer ozone conditions instead of the annual daily average delay.

Response. In response to a number of comments expressing concerns about air quality near highway/rail at-grade crossings, SEA has conducted a generic, conservative air quality impact analysis, as Appendix I, "Air Quality Analysis," of this Final EIS describes. This analysis demonstrates that such locations would not experience an increase in concentrations of CO exceeding the health-based NAAQS.

SEA does not expect that air pollutant emissions from intermodal facilities would cause exceedances of the CO NAAQS or any other NAAQS. The amount of CO emitted within such facilities is relatively minor compared to that emitted from many stationary sources, and stationary sources do not typically cause any threat to CO attainment. CO attainment problems are generally limited to locations near very congested intersections. Also, ozone is not a localized problem that highway/rail at-grade crossings cause, so SEA did not consider summer peak-hour traffic at such crossings in its evaluation of potential ozone impacts.

Section 5.3.23—Virginia

Summary of Comments. The Office of Air Data Analysis of the Virginia Department of Environmental Quality suggested that it would be beneficial to prepare a summary table of NO_x emissions for all counties in Virginia that the proposed Conrail Acquisition would affect, not just those counties with activities above the Board's thresholds for environmental analysis. The Department also commented that the data in Table 4-17 are incorrect; the air quality analysis did not include emissions changes from all counties in Virginia that the proposed Conrail Acquisition would affect.

Response. SEA has estimated and has disclosed (in Volume 3, Section 5-VA.11, of the Draft EIS) for state agency, metropolitan planning organization, or other use, the net NO_x emissions changes related to the proposed Conrail Acquisition for counties and jurisdictions where increases would exceed SEA's screening levels. SEA emphasizes that these are simply projections, however, and that rail-related emissions can increase or decrease at any time, subject to the forces of supply and demand for freight service, apart from the proposed Conrail Acquisition. Therefore, SEA did not estimate projected emissions changes where it is expected that such changes would clearly have negligible effects.

Virginia—Noise

Summary of Comments. The Loud Fairfax Planning District Commission, serving local governments of the Northern Shenandoah Valley, Virginia expressed a concern about the conclusion in the Draft EIS that there would be only a minimal potential for adverse noise effects, despite the fact that potential noise effects exceed the Board's thresholds for environmental analysis.

Response. SEA clarifies that, based on the Applicants' predicted increases in train traffic related to the proposed Conrail Acquisition, the Board's thresholds for noise analysis were exceeded on three rail line segments in Virginia. Table 5-VA-18 of the Draft EIS showed these three rail line segments.

SEA projected that two of these three rail line segments would experience noise increases as a result of the proposed Conrail Acquisition. Because the projected increases are below the Board's thresholds for noise analysis, SEA determined that these increases did not warrant further analysis. Only rail line segment N-091, which runs through Warren County, and is near Front Royal, required additional noise analysis. SEA performed a site-specific noise analysis for rail line segment N-091 and identified the number of affected receptors in Appendix J, "Noise Analysis," of this Final EIS.

SEA notes that it does not expect rail line segment N-091 to experience Acquisition-related noise increases that meet or exceed the noise mitigation criteria that SEA established for the proposed Conrail Acquisition. These criteria are an L_{dn} of 70 dBA and an increase of 5 decibels for engine and wheel/rail noise related to the proposed

Section 5.3.23—Virginia

Conrail Acquisition. Because SEA does not predict noise levels on rail line segment N-091 to exceed these criteria, it does not recommend mitigation measures for this rail line segment. Further, SEA cannot mitigate horn noise impacts at this time because FRA has not yet promulgated Quiet Zone Rules and because train horns are of paramount importance to safety.

Summary of Comments. NS commented on discrepancies in the Draft EIS in regard to the noise analysis. Specifically, NS identified Appendix F, "Noise," Attachment F-1, where the Draft EIS indicated receptors along the Riverton Junction-to-Roanoke rail line segment in Augusta County, Virginia that would experience a 5.0 dBA increase in noise level after the proposed Conrail Acquisition. NS stated that its calculations resulted in a 4.9 dBA increase. NS also noted inconsistencies between the information in Attachment F-2 of Appendix F, "Noise," of the Draft EIS and information on operations that NS had submitted to SEA in NS's Environmental Report. NS pointed out discrepancies in the number of trucks, change in decibels, and distance to the 65 dBA L_{dn} contours at intermodal facilities.

Response. SEA acknowledges NS's comment regarding the predicted noise increase for the Riverton Junction-to-Roanoke rail line segment. SEA maintains that its calculation of the predicted noise increase is correct.

SEA also notes NS's comments regarding additional discrepancies between the Environmental Report that NS submitted and the corresponding data that the Draft EIS presented. SEA has reviewed these discrepancies and has resolved them with assistance from NS. For further discussion, see Appendix F, "Noise," in the Draft EIS and Appendix J, "Noise Analysis," in this Final EIS.

Summary of Comments. The Virginia Department of Environmental Quality commented that at the local level, "where rail segments come within 10 Km of a Class I area, consideration should be made to minimize ... noise" that affects local resources.

Response. SEA does not expect noise increases at highway/rail at-grade crossings to be significant along rail lines located in close proximity to Class I areas (National Parks and Wilderness areas). This is because most highway/rail at-grade crossings are generally located in urbanized areas, whereas the Class I areas are generally in relatively undeveloped, rural areas. State and local railroad operating practices require locomotives to blow their horns at highway/rail at-grade crossings. SEA cannot mitigate horn noise impacts at this time because FRA has not yet promulgated Quiet Zone Rules. Neither the Board nor the Prevention of Significant Deterioration regulations require train noise mitigation near Class I areas. Therefore, SEA does not recommend noise mitigation measures for highway/rail at-grade crossings located in close proximity to Class I areas.

Section 5.3.23—Virginia

Virginia—Cultural and Historic Resources

Summary of Comments. The Town of Ashland noted that the Ashland historic downtown business district is within 30 feet of the railroad tracks.

Response. SEA has prepared a detailed definition of the Area of Potential Effects as part of its concurrent Section 106 compliance process. The definition of Area of Potential Effects recognized all of the criteria of adverse effect, but found that none were applicable to increased railroad traffic. Increased traffic would be limited to moving and handling more rail cars on the existing trackage and does not have the potential to adversely affect cultural resources in the Ashland Historic Downtown District because such railroad traffic is already part of the historic setting. Increased rail traffic would not require any ground disturbance or physical alteration of existing facilities.

Virginia—Land Use and Socioeconomics

Summary of Comments. The Virginia Department of Environmental Quality commented that proposed activities must receive all applicable permits and approvals listed under the Enforceable Programs of the Virginia Coastal Resources Management Program.

Response. The Board's environmental regulations at 49 CFR 1105.9 require that proposed construction and abandonment activities be consistent with state Coastal Zone Management Plans. The Applicants shall obtain all permits required by the Virginia Coastal Resources Management Programs for proposed activities. Refer to Chapter 7, "Recommended Environmental Conditions," of this Final EIS for final mitigation measures that SEA recommends.

Virginia—Cumulative Effects

Summary of Comments. The Loud Fairfax Planning District Commission, Virginia provided a resolution it had passed regarding the proposed Conrail Acquisition. The resolution "...petitions the Surface Transportation Board to consider the high probability of more significant environmental impacts on this region and its communities due to increase in rail traffic volume"

Response. The Board has established thresholds for environmental analysis to evaluate potential environmental impacts of the proposed Conrail Acquisition. If SEA determined that an activity (rail line segment, intermodal facility, rail yard, construction, or abandonment) meets or exceeds a threshold, SEA performed a more detailed environmental analysis. SEA then applied criteria of significance specific to each technical discipline.

Section 5.3.23—Virginia

Within the Loud Fairfax Planning District Commission, SEA identified two NS rail line segments (N-091 and N-100) that met or exceeded the threshold for environmental analysis. SEA determined that two highway/rail at-grade crossings had safety concerns and significant impacts: SR 7 (Clarke County) and Rockland Road (Warren County). SEA concludes that the Draft EIS and this Final EIS adequately describe the potential environmental impacts of the proposed Conrail Acquisition in this region and has recommended mitigation to address those impacts. See Chapter 7, "Recommended Environmental Conditions," of this Final EIS for SEA's mitigation recommendations.

Section 5.3.24—West Virginia

5.3.24 West Virginia

The West Virginia Development Office and West Virginia Division of Natural Resources informed SEA that they had no comments.

Section 5.3.25—District of Columbia

5.3.25 District of Columbia

District of Columbia—Safety: Passenger Rail Operations

Summary of Comments. The Government of the District of Columbia, Department of Public Works, expressed concern that the Draft EIS does not present an analysis of the potential accident risk from increased freight train activity in the common corridor with Washington Metropolitan Area Transit Authority (WMATA) Metrorail. The Department pointed out that the Draft EIS states that the proposed Acquisition would result in increased tunnel clearance at the Virginia Avenue Tunnel, thus accommodating increased freight and eliminating a current restriction affecting passenger rail operations; however, the Department added, the Draft EIS does not indicate whether the proposed improvements meet or exceed the Board's thresholds for environmental analysis of safety impacts.

Response. SEA conducted additional analysis to address passenger train and hazardous materials transport in the common corridor with WMATA Metrorail that included the following seven rail line segments (the corresponding Metrorail line is shown in parentheses): C-034, Jessup-to-Alexandria Junction (WMATA Green Line); C-003, Washington-to-Point of Rocks (WMATA Red Line) (two locations); C-030, Alexandria Junction-to-Benning (WMATA Orange Line); C-101, Fredericksburg-to-Potomac Yard (WMATA Blue Line); S-011, Bowie-to-Landover (WMATA Orange Line); C-035, Landover-to-Anacostia (WMATA Orange Line); and N-315, Alexandria-to-Manassas (WMATA Blue Line).

SEA used the expected interval between freight train accidents to assess the change in safety that would be anticipated if the Board approves the proposed Conrail Acquisition. SEA's analysis indicated that the interval between accidents would decrease on each of the rail line segments cited above (that is, accidents would become statistically more frequent). However, SEA determined that on rail line segment C-034, the shortest interval between expected freight train accidents is now 154 years and would be 138 years following the proposed Conrail Acquisition. Five of the seven rail line segments would have intervals greater than the current level of 154 years. Thus, SEA concluded that the general level of safety would not decrease below the Board's criteria of significance and SEA does not recommend mitigation.

Conrail had planned to improve the Virginia Avenue Tunnel before considering the proposed Conrail Acquisition. Therefore, the proposed tunnel improvements are unrelated to the proposed Conrail Acquisition and SEA does not recommend mitigation.

Section 5.3.25—District of Columbia**District of Columbia—Safety: Freight Rail Operations**

Summary of Comments. WMATA commented that the Draft EIS did not include an analysis of the common corridors of freight rail and rapid rail operations. WMATA indicated that, for the Final EIS, the Board may need to develop a segment-specific method for evaluating common corridor safety because the methods for evaluating freight and passenger rail operation safety impacts do not apply to common corridor safety. WMATA pointed out that, since the start of rapid rail operations in 1976, two freight rail accidents have occurred in the common corridor. These accidents resulted in physical damage and service disruption to the rapid rail system. WMATA commented that, for 32 miles of common corridor, the freight rail accident frequency per route mile is once every 16 years, which greatly exceeds the 100 years for freight train accidents. To further mitigate the increased risk in common corridors, WMATA stated that the Board should require more than the mitigation strategies that the Board identified on page 3-7 of the Draft EIS. Specifically, WMATA suggested that the Board could require the Applicants to do the following: publish and distribute their plan for the integration of the BMPs of Conrail and their safety processes in accordance with the Volume 2 of the Draft EIS, Safety Integration Plans; institute speed restrictions in the common corridor, as the CSX and WMATA Joint Safety Committee recommended in 1988; install a Hot Box Detection System on each freight track; install a High-and-Wide Load Detection System on each freight track; and install a Dragging Equipment Detection System on each freight track.

Response. WMATA identified five rail line segments (C-003, C-034, C-035, C-101, and N-315) adjacent to its mass transit rail operations. SEA identified two additional rail line segments—Alexandria Junction-to-Benning (C-030) and Bowie-to-Landover (S-011). WMATA calculated an accident frequency of one accident every 16 years on the basis of two freight train accidents on 32 miles of common corridor since WMATA mass transit rail operations began in 1976. Converting this experience to a per-mile interval consistent with SEA's usage yields an expected interval of 336 years between accidents per route-mile (that is, the product of 21 years times 32 route-miles divided by two accidents). This estimate is consistent with SEA's estimates that range from 154 years to 1,770 expected years between accidents per route-mile on the seven rail line segments before the proposed Conrail Acquisition, and the estimates that range from 138 to 693 years after the proposed Conrail Acquisition.

In analyzing accidents and estimating rates of occurrence, SEA used statistics covering a large geographic area, adjusting the occurrences to reflect the parameters of the rail line segment such as class of track and method of control. The statistics that WMATA cited represent a small geographic area. The accuracy of specific predictions diminishes as the sample size, in this case the geographic area, decreases. In fact, the WMATA/CSX Task Force evaluations and the National Transportation Safety Board investigations determined that the two derailments that resulted in intrusion to WMATA resulted from a specific set of operating practices involving helper locomotives and train handling. CSX has modified those operating practices, and further derailments have not occurred.

Section 5.3.25—District of Columbia

District of Columbia—Safety: Other

Summary of Comments. Women Like Us, a community group representing the Anacostia area of Washington, D.C., voiced concern about public safety measures in Anacostia.

Response. SEA evaluated all changes in freight rail traffic and hazardous materials transport that would occur in the District of Columbia and in adjacent areas of Maryland following the proposed Conrail Acquisition (see Appendix F, "Hazardous Materials Transport Analysis," of this Final EIS). Based on its evaluation of all data, SEA concludes that this analysis and the mitigation measures proposed in Chapter 7, "Recommended Environmental Conditions," of this Final EIS, adequately address the potential effects resulting from the proposed Conrail Acquisition.

District of Columbia—Transportation: Roadway Systems

Summary of Comments. Women Like Us, a community group representing the Anacostia area of Washington, D.C., commented about traffic congestion in southeastern Washington, D.C. The commentator stated that the Draft EIS did not elaborate on how SEA would address this issue.

Response. In the District of Columbia, the proposed Conrail Acquisition would not include the construction or expansion of any intermodal facilities, rail yards, or new connections that would significantly affect highway congestion in southeastern Washington, D.C. For this reason, SEA did not address the issue of congestion in southeastern Washington, D.C.

District of Columbia—Air Quality

Summary of Comments. Women Like Us, a community group representing the Anacostia area of Washington, D.C., commented that because of the increased number of trains in their community, they would be exposed to poorer air quality.

Response. SEA agrees that increasing the number of trains per day in the Anacostia area of Washington, D.C. would likely cause an increase in Acquisition-related air pollutant emissions. However, the projected increase caused by Acquisition-related air pollution emissions is so small that it would not create a discernable difference in air quality in that area. The health-based NAAQS would not be exceeded as a result of Acquisition-related activities in Anacostia. Also, EPA's new emissions rules for locomotive engines (see Appendix O, "EPA Rules on Locomotive Emissions," of this Final EIS) is expected to result in emissions reductions from railroads that far exceed any increases resulting from the proposed Conrail Acquisition.

Section 5.3.25—District of Columbia

Summary of Comments. The Washington, D.C. Department of Public Works stated that the air quality analysis in the Draft EIS was flawed because it did not account for the emissions reduction and maintenance plans of the Washington Metropolitan Area Air Quality Committee, a regional planning organization in Virginia and Maryland.

Response. SEA prepared the Draft EIS in accordance with NEPA, which requires evaluation and disclosure of potentially significant air quality impacts of the proposed Conrail Acquisition. The Washington Metropolitan Area Air Quality Committee is responsible for evaluating the relationship of potential air quality impacts resulting from the proposed Conrail Acquisition to its own plans. The Draft EIS properly disclosed the emissions changes in the Washington, D.C. area that could result from the proposed Conrail Acquisition.

District of Columbia—Noise

Summary of Comments. Women Like Us, a community group representing the Anacostia area of Washington, D.C., commented that the potential for noise pollution would increase and ultimately adversely affect the community. The residents of Anacostia would like to know “what kind of measures will be taken to deal with this issue as it relates to the health of the community?”

Response. SEA performed noise impact analyses to identify sensitive receptors that would experience increased noise levels after the proposed Conrail Acquisition. SEA performed those analyses when it determined that rail line segments, as a result of the proposed Conrail Acquisition, would meet the following thresholds for noise analysis: an incremental increase in noise level by 2 dBA or greater, and an increase to a noise level greater than 65 dBA L_{dn} . Where these criteria were met, SEA counted the affected sensitive receptors. Sensitive receptors included but were not limited to schools, residences, retirement communities, and nursing homes.

As the Draft EIS stated, SEA predicted that noise levels on rail line segment C-035 (the segment in the vicinity of Anacostia) would exceed the thresholds for noise analysis. Based on SEA's review, there are no highway/rail at-grade crossings on segment C-035; however, SEA identified four sensitive receptors within the 65 dBA L_{dn} contour line for existing wayside noise levels. SEA predicted that 31 sensitive receptors would be within the 65 dBA L_{dn} contour line for future wayside noise levels after the proposed Conrail Acquisition.

SEA recommends noise mitigation for areas that meet mitigation criteria that SEA established for the proposed Conrail Acquisition. SEA based mitigation eligibility on the following criteria: a noise level of 70 dBA L_{dn} and a 5 dBA L_{dn} increase in wayside (engine and wheel/rail) noise levels resulting from the proposed Conrail Acquisition. SEA cannot provide mitigation for horn noise at highway/rail at-grade crossings, because

Section 5.3.25—District of Columbia

horn blowing is necessary for safety and because FRA has not yet promulgated its Quiet Zone Rules. SEA did not find that the noise level increase in the Anacostia area approached the above-mentioned noise mitigation criteria (see Chapter 4, "Summary of Environmental Review," and Appendix J, "Noise Analysis," of this Final EIS). Therefore, SEA has not recommended noise mitigation measures for this area.

Summary of Comments. The Government of the District of Columbia, Department of Public Works, commented that the Draft EIS did not state whether the proposed Virginia Avenue Tunnel improvements "would meet or exceed the Surface Transportation Board thresholds for environmental analysis of noise..." impacts.

Response. SEA notes that the improvements to the referenced tunnel are part of a longstanding CSX project and independent of the proposed Conrail Acquisition. Regardless, where proposed traffic on rail line segments exceeds the Board's thresholds for noise analysis, SEA performed the appropriate noise analyses. The analysis showed noise impacts that would result from increased train traffic along the CP-Virginia-to-Potomac Yard rail line segment (C-002) would be less than 2 dBA L_{dn} ; therefore, SEA views the impact as minimal.

Summary of Comments. The Government of the District of Columbia, Department of Public Works expressed concern that SEA did not analyze ground-borne vibration in the Draft EIS, thereby ignoring Federal Transit Administration guidance that states: "ground-borne noise sounds louder than broadband noise."

Response. SEA recognizes that Federal Transit Administration guidance addresses ground-borne vibration. SEA notes that a freight train traveling at 50 mph produces a vibration velocity of 95 dB (1 micro-inch per second) 10 feet from the tracks. This value is substantially below cosmetic damage criteria (106 dB re 1 micro-in./sec), which are lower than structural damage criteria (126 dB re 1 micro-in./sec). It is unlikely that vibration levels would exceed any damage criterion and, thus, unlikely that freight train activity at any level would cause damage to buildings in the study area. See Appendix J, "Noise Analysis," of this Final EIS for discussion of this issue.

Further, existing Federal Transit Administration vibration impact criteria assess the potential impact of vibration levels at a sensitive receptor for a single event only, so an increase in the number of freight trains does not affect the vibration levels per event nor the likelihood of exceeding the single-event criterion. There are no impact guidelines that assess potential vibration impacts on the basis of increases or decreases in the number of daily train operations. In addition, Board regulations do not require a vibration evaluation.

Section 5.3.25—District of Columbia

District of Columbia—Land Use and Socioeconomics

Summary of Comments. Women Like Us, a community group representing the Anacostia area of Washington, D.C., asked how many residents from Ward 8 (in the Anacostia area) would gain employment through the proposed Conrail Acquisition.

Response. In accordance with the Board's environmental regulations and the scope of the EIS, SEA limited its land use and socioeconomic analysis to considering the consistency of proposed rail line construction and abandonment activities with existing land use plans and evaluating potential business losses that would be directly related to proposed constructions and abandonments. In the Draft EIS, SEA evaluated the proposed Conrail Acquisition for evidence of direct job losses related to proposed constructions and abandonments. The Applicants did not propose any construction or abandonment activities in the Anacostia area, so SEA identified no evidence of direct job losses. In accordance with the scope of the EIS, SEA did not evaluate any potential increases in employment as a result of the proposed Conrail Acquisition.

District of Columbia—Environmental Justice

Summary of Comments. The Government of the District of Columbia, Department of Public Works, commented that the Draft EIS did not state whether the proposed Virginia Avenue Tunnel improvements "would meet or exceed Surface Transportation Board's thresholds for environmental analysis of...environmental justice."

Response. The Virginia Avenue Tunnel improvements in the District of Columbia that the Draft EIS noted are not a part of the proposed Conrail Acquisition. Therefore, SEA did not analyze potential environmental justice impacts. Conrail, in cooperation with CSX, had initiated and planned the improvements prior to and independent of the initiation of the proposed Conrail Acquisition.

SURFACE TRANSPORTATION BOARD
Finance Docket No. 33388

CSX Corporation and CSX Transportation, Inc.
Norfolk Southern Corporation and Norfolk Southern Railway Company
Control and Operating Leases/Agreements
Conrail Inc. and Consolidated Rail Corporation

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

This Final Environmental Impact Statement (Final EIS) evaluates the potential environmental impacts that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321); the Council on Environmental Quality (CEQ) regulations implementing NEPA; the Board's environmental rules (49 CFR Part 1105); and other applicable environmental statutes and regulations.

SEA issued the Draft EIS on December 19, 1997. Subsequently, SEA issued an Errata (January 12, 1998) and a Supplemental Errata (January 21, 1998) to clarify statements and analyses in the Draft EIS. The 45-day public comment period closed February 2, 1998. This Final EIS provides responses to comments, questions, and issues that the public, agencies, and other document reviewers raised. It describes SEA's additional environmental analysis and includes SEA's final environmental mitigation recommendations to the Board.

To assist the reader in the review of this document, each volume contains a Guide to that volume and a Table of Contents for each chapter in that volume. In addition, each individual volume also contains a Guide to the Final EIS, a Glossary of Terms, a List of Acronyms and Abbreviations, and the Table of Contents of the Final EIS. Specifically, the Final EIS document includes the following volumes:

Executive Summary Volume

The **Executive Summary** provides an overview of the proposed Conrail Acquisition, including the potential environmental impacts and the mitigation measures that SEA recommends to address those impacts. In addition, the Executive Summary Volume contains the **Letter to Interested Parties** that SEA attached to copies of this Final EIS, the **Information Sources** that SEA used for preparing both the Draft EIS and the Final EIS documents, and the **Index** of keywords and phrases that appear in this Final EIS.

Volume 1: Chapters 1, 2, and 3

- Chapter 1, "Introduction and Background," describes the purpose and need for the project, the proposed action, and the alternatives to the proposed action. It also sets forth the jurisdiction of the Board and outlines SEA's environmental review process. In addition, this chapter presents an overview of SEA's agency coordination and the public comment process.
- Chapter 2, "Scope of the Environmental Analysis," identifies the proposed Conrail Acquisition-related activities that SEA analyzed. This chapter includes a table presenting the thresholds SEA used to identify activities for environmental analysis and explains project activities that differ from those set forth in the Draft EIS.
- Chapter 3, "Agency Coordination and Public Outreach," describes SEA's public outreach activities to notify interested parties and environmental justice populations of the potential environmental impacts of the proposed Conrail Acquisition and of the availability of the Draft EIS and the Final EIS. Additionally, the chapter explains SEA's distribution of the Draft EIS and the Final EIS, explains the methods that SEA used to facilitate the public comment process, and describes the agency coordination that SEA performed as part of the environmental review process. Chapter 3 also reviews the historic properties outreach activities that SEA conducted in Ohio.

Volume 2: Chapter 4

- Chapter 4, "Summary of Environmental Review," outlines the additional environmental analysis that SEA conducted for each environmental issue area since preparation of the Draft EIS. Specifically, it explains the methods of analysis, presents the public comments and additional evaluations, identifies the results of the analysis, and reviews SEA's assessment of environmental impacts. In addition, this chapter describes SEA's refinement of the mitigation measures recommended in the Draft EIS, SEA's final recommended mitigation measures, anticipated environmental benefits, and the adverse environmental impacts of the proposed Conrail Acquisition.

Volume 3: Chapter 5

- Chapter 5, "Summary of Comments and Responses," contains summaries of the comments that SEA received on the Draft EIS and SEA's responses to the comments. The chapter provides the following: (a) an overview of the comments, including those

from Federal agencies, the Applicants, and national and regional groups as well as groups and individuals within specific states; (b) general comments on the Draft EIS, including the Application review process, the environmental review process, and the system-wide technical analysis; and (c) comments on state and community issues, organized by state and environmental issue category.

Volume 4: Chapter 6

- Chapter 6, "Safety Integration Planning," sets forth the purpose and topics of the Safety Integration Plans and presents summaries of comments that reviewing agencies and the public submitted about the Safety Integration Plans. The chapter also includes SEA's analysis and response to those comments and provides SEA's conclusion and recommended conditions regarding the Safety Integration Plans.

Volume 5: Chapter 7

- Chapter 7, "Recommended Environmental Conditions," describes the final environmental mitigation conditions that SEA recommends to address significant adverse environmental impacts that could result from the proposed Conrail Acquisition.

Volume 6: Appendices

- These four volumes (6A through 6D) include appendices containing the comments on the Draft EIS and the analysis by the technical disciplines as well as appendices containing public outreach and agency consultation information and documents.

Volume 6A contains the following appendix:

- A. Comments Received on the Draft Environmental Impact Statement.

Volume 6B contains the following appendices:

- B. Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notices to Parties of Record.
- C. Settlement Agreements and Negotiated Agreements.
- D. Agency Consultation.
- E. Safety: Highway/Rail At-Grade Crossing Safety Analysis.
- F. Safety: Hazardous Materials Transport Analysis.
- G. Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis.
- H. Transportation: Roadway Systems Analysis.
- I. Air Quality Analysis.

Volume 6C contains the following appendices:

- J. Noise Analysis.
- K. Cultural Resources Analysis.
- L. Natural Resources Analysis.
- M. Environmental Justice Analysis.

N. Community Evaluations.

Volume 6D contains the following appendices:

- O. EPA Rules on Locomotive Emissions.
- P. SEA's Best Management Practices for Construction and Abandonment Activities.
- Q. Example Public Outreach Materials.
- R. All Relevant Board Decisions.
- S. Index for the Draft Environmental Impact Statement.
- T. Final Environmental Impact Statement Rail Line Segments.
- U. List of Preparers.

Addendum Volume

The **Addendum** contains information SEA did not include in the other portions of the Final EIS because of production timing constraints. The Addendum contains SEA's evaluation and additional analyses SEA conducted for train traffic rerouting proposed as mitigation for the Greater Cleveland Area. The Addendum also contains additional analysis of the proposed connection in Alexandria, Indiana (one of the Seven Separate Connections) as well as comments received during an additional comment period and summaries of, and responses to, those comments.

GLOSSARY OF TERMS

abandonment:

The discontinuance of service on a rail line segment and the salvaging and/or the removal of railroad-related facilities for reuse, sale, and/or disposal.

Acquisition:

The proposal by CSX, NS, and Conrail to acquire control of Conrail's assets and its basic railroad operations.

active warning devices:

Traffic control devices that give positive notice to highway users of the approach or presence of a train. These devices may include a flashing red light signal (a device which, when activated, displays red lights flashing alternately), a bell (a device which, when activated, provides an audible warning, usually used with a flashing red light signal), automatic gates (a mechanism added to flashing red light signals to provide an arm that can lower across the lanes of the roadway), and a cantilever (a structure equipped with flashing red light signals and extending over one or more lanes of traffic).

**Advanced Civil Speed
Enforcement System
(ACSES):**

A supplement to the Automatic Cab Signal (ACS) and Automatic Train Control (ATC) systems currently in place within the Northeast Corridor (NEC), ACSES uses a series of transponders to communicate location and other factors to passing trains whose on-board computers utilize the information to achieve system function. These functions include: (1) civil speed enforcement; (2) temporary speed enforcement, including protection of roadway workers; and (3) enforcement of positive stop at interlocking home signals and Control Points (CPs).

adverse environmental impact:

A negative effect, resulting from the implementation of a proposed action, that serves to degrade or diminish an aspect of human or natural resources.

Advisory Council on Historic Preservation (ACHP):

An independent Federal agency charged with advising the President and Congress on historic preservation matters and administering the provisions of Section 106 of the National Historic Preservation Act.

air-brake test:

A test made prior to train departure, required by Federal Railroad Administration regulations and by railroad rules to ensure that a train's air-brake system is functioning as intended and that certain devices are within prescribed tolerances and physical parameters.

Allied Rail Unions (ARU):

A group of unions representing railroad employees, including the Brotherhood of Locomotive Engineers, the Brotherhood of Railroad Signalmen, and the Brotherhood of Maintenance-of-Way Employees.

Applicants:

CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company and Norfolk Southern Corporation (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail).

Application:

A formal filing with the Surface Transportation Board related to railroad mergers, acquisitions, constructions, or abandonments. Applications may be either Primary Applications or Inconsistent and Responsive (IR) Applications. See *Primary Application* and *Inconsistent and Responsive (IR) Application*.

Area of Potential Effect(s) (AoPE):

The geographic area surrounding a rail activity where an individual (or resource) or group of individuals (or resources) could likely experience adverse environmental effects. For this Final EIS, where applicable, the different technical disciplines determined their own specific definitions of this term for their individual technical disciplines.

attainment area:

An area that EPA has classified as complying with the National Ambient Air Quality Standards specified under the Clean Air Act.

authorized speed:

Maximum permitted speed for a specific train at a specific location, taking into account the prevailing weather conditions (for example, restrictions due to heavy rain, extreme heat or cold).

Automatic Block System (ABS):

A series of railroad signals that indicate track occupancy in the block (length of track of defined limits) ahead and govern the use of a consecutive set of blocks by a train. These signals include wayside track signals and cab signals (signals displayed in the locomotive cab instead of, or in addition to, wayside track signal displays), or both. This system combines automatic detection of train position with control of signals.

Automatic Train Control (ATC):

A system that has components installed on both trains and tracks that, when working together, will cause the train brakes to apply automatically if the engineer fails to respond to a condition requiring train speed to be reduced.

Best Management Practice (BMP):

Technique that various parties (for example, the construction industry) use to provide protection from adverse impacts to the environment. The Board may designate these techniques as mitigation measures.

block group:	A small population area that the U.S. Census Bureau uses to measure and record demographic characteristics. The population of a block group typically ranges from 600 to 3,000 people and is designed to reflect homogeneous living conditions, economic status, and population characteristics. Block group boundaries follow visible and identifiable features, such as roads, canals, railroads, and above-ground high-tension power lines.
block swapping:	The process of moving groups of cars with a common destination (called "blocks") from one train to another.
Board:	The Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
bulletins:	Documents addressed to train crews and other operating employees specifying temporary or local operating rules and restrictions.
cab signaling:	System that provides signal indications in the locomotive cab instead of, or in addition to, wayside signal displays.
carload:	A unit of measure used to describe commodities transported on a railroad typically in a boxcar, tank car, flat car, hopper car, or gondola.
centralized traffic control system:	A signal system that allows for the movement of trains in either direction on designated tracks at the maximum authorized speed, in accordance with the wayside or cab signals or both.
census tract:	Small, relatively permanent statistical subdivisions of a county containing between 2,500 and 8,000 persons. The U.S. Bureau of Census designs census tracts to reflect homogeneous living conditions, economic status, and population characteristics.

Clean Air Act (Clean Air Act Amendments):

The Clean Air Act of 1970 and the subsequent amendments, including the Clean Air Act Amendments of 1990 (42 U.S.C. 7401-7671g); the primary Federal law that protects the nation's air resources. This act establishes a comprehensive set of standards, planning processes, and requirements to address air pollution problems and reduce emissions from major sources of pollutants.

Clean Water Act:

The Federal Water Pollution Control Act Amendments of 1972 (33 U.S.C. 1251 *et seq.*) is the primary Federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. This act provides a comprehensive framework of standards, technical tools, and financial assistance to address the many causes of pollution and poor water quality, including municipal and industrial wastewater discharges, polluted runoff from urban and rural areas, and habitat destruction. Specifically, the Clean Water Act provides for the following:

- Requires major industries to meet performance standards to ensure pollution control.
- Charges states and tribes with setting specific water quality standards appropriate for their waters and developing pollution control programs to meet them.
- Provides funding to states and communities to help them meet their clean water infrastructure needs.
- Protects valuable wetlands and other aquatic habitats through a permitting process that conducts land development activities and other activities in an environmentally sound manner.

coastal zone:

According to the Coastal Zone Management Act of 1972, lands and waters adjacent to the coast that exert an influence on the uses of the sea and its ecology, or whose uses and ecology the sea affects.

**Coastal Zone
Management Act
(CZMA):**

The Coastal Zone Management Act of 1972, as amended (16 U.S.C. 1451-1464; P.L. 92-583), is also known as "Federal Consistency With Approved State Coastal Management Programs" (15 CFR 930). This Federal act preserves, protects, develops, and, where possible, restores or enhances the resources of the nation's coastal zone for the present and for future generations. The provisions of 15 CFR 930.30 ensure that all Federally conducted or supported activities, including development projects directly affecting the coastal zone, are consistent with approved state coastal management programs as much as possible.

**collective bargaining
agreement:**

An agreement between a union and an employer that defines the scope of work, rates of pay, rules, and working conditions for the union's members.

common corridor:

For the purposes of this Final EIS, a railroad line segment that accommodates both public mass transportation service and passenger and freight train operations by using separate tracks adjacent to each other in the same right-of-way or area.

**compensation wetlands
(compensatory
wetlands):**

Wetlands that an agency or entity creates, enhances, or preserves to mitigate for unavoidable impacts on existing wetlands that occur as a result of implementation of the agency's or entities' proposed action. These compensation (or compensatory) wetlands replace, "in kind", wetlands that an agency or entity partially or totally fills or drains during its construction or earth-moving activities.

**Comprehensive
Environmental Response,
Compensation, and
Liability Act (CERCLA):**

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9601-9675; P.L. 96-510); the Federal act that provides EPA with the authority to clean up inactive hazardous waste sites and distribute the cleanup costs among the parties who generated and/or handled the hazardous substances at these sites.

**Comprehensive
Environmental Response,
Compensation, and
Liability Information
System (CERCLIS):**

Federal database containing information on potential hazardous waste sites that states, municipalities, private companies, and private persons have reported to the EPA, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act. This database contains sites that are either proposed for inclusion on, or are currently on, the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL.

condition:

A provision that the Board imposes as part of any decision approving the proposed Conrail Acquisition and that requires action by one or more of the Applicants.

conductor:

The operating employee on a train responsible for safe and efficient train movement in accordance with all railroad operating rules and special instructions.

**Conrail Shared Assets
Operations:**

See Shared Assets Areas.

consist:

The number and type of locomotives and cars included in a train, considering special factors such as the tonnage and the placement of hazardous materials cars and "high-wides" (oversize dimension cars).

constant warning time:

A motion-sensing system with the capability of measuring train speed and providing a relatively uniform warning time by warning signal devices to highway traffic at highway/rail at-grade crossings.

Control Date:

The date on which the merger can become effective, following formal approval of the Board.

Council on Environmental Quality (CEQ):	Federal agency responsible for developing regulations and guidance for agencies implementing the National Environmental Policy Act.
craft employee:	Term applied to a railroad employee qualified in a specific railroad operating or maintenance activity (for example, locomotive engineer, train dispatcher, signal maintainer, or car inspector).
crew caller:	Term applied to a railroad employee who is responsible for notifying train crews when and where to report for duty.
crew calling:	Process of notifying train crew members when and where their next tour-of-duty will start. Labor agreements commonly specify that railroads call train crews a minimum of 2 hours before crew members are required to begin their tour-of-duty.
critical habitat:	The specific sites within the geographical area occupied by a threatened or endangered species that include the physical or biological features essential to the conservation of the species. These areas may require special management considerations or protection. These areas include specific sites outside the geographical areas occupied by the species at the time of the listing that are essential for the conservation of the species.
criteria of significance:	The criteria SEA developed specifically for the proposed Conrail Acquisition to determine whether a potential adverse environmental effect is significant and may warrant mitigation.
cross-tie:	Transverse wooden, concrete, or steel beam supporting the rails of a railroad track.

cultural resource:

Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places. A cultural resource that is listed in or is eligible for listing in the National Register of Historic Places is considered a historic property (or a significant cultural resource). For the purposes of this Final EIS, the term applies to any resource more than 50 years old for which SEA gathered information to evaluate its significance. In addition, this Final EIS addresses potential environmental impacts of the proposed rail line construction and abandonment activities on Native American reservations and sacred sites.

cumulative effects:

Effects resulting from the incremental impacts of the proposed Conrail Acquisition when added to other past, present, and reasonably foreseeable future actions, regardless of which agency (Federal or non-Federal) or person undertakes such actions, as described in 40 CFR 1508.7. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

Day 1:

In the event that the Board approves the proposed Conrail Acquisition, the date (as the Applicants determine through mutual agreement) when operating responsibility for the acquired railroad is transferred to the Applicants' organizations.

decibel (dB):

A unit of noise measured on a logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Noise analysts measure sound pressure levels that people hear in decibels, much like other analysts measure linear distances in yards or meters. A-weighted decibel (dBA) refers to a weighting that accounts for the various frequency components in a way that corresponds to human hearing.

degradation:	To change a habitat, either terrestrial or aquatic, so that it no longer meets the survival needs of a particular species of plant or wildlife. Such change could include reducing the feeding area, modifying the vegetation type, and limiting the available shelter.
detector car:	One of two types of rail equipment designed to detect imperfections in railroad track structure. Rail detector cars detect internal imperfections within the rail, using ultrasonic techniques. See also <i>track geometry inspection car</i> .
dimensional traffic:	A freight shipment requiring special authorization for movement because of height, width, length, or gross weight.
dispatcher (train):	The railroad operating employee responsible for issuing on-track movement and/or occupancy authority through the use of remotely controlled switches, signals, visual displays, voice control written mandatory directives, and/or all of the above.
dispatcher desk:	The workstation from which a train dispatcher controls a specific portion of a railroad's network.
dispatching:	The process of real-time planning, supervising, and controlling of train movements.
disproportionality (test for):	A comparison test to assess whether potentially high and adverse impacts of an action are predominantly borne or more severe or greater in magnitude in an Environmental Justice (EJ) population than a non-EJ population within the current analysis scale (that is, at the system, state, county, segment, or block group level).
double-stack freight service:	The transport of two intermodal containers stacked on top of each other on one platform of an intermodal rail flat car.

double tracking:	Construction of a second railroad track immediately adjacent to an existing track, to perform railroad activities similar to those occurring on the existing track.
emergent species:	Any type of aquatic plant whose vegetative growth is mostly above the water.
emissions:	Air pollutants that enter the atmosphere.
endangered species:	A species that is in danger of extinction throughout all or a significant portion of its range. Federal and state laws protect these species.
Endangered Species Act (ESA):	The Endangered Species Act of 1973 (16 U.S.C. 1531 <i>et seq.</i> ; P.L. 93-205), as amended in 1978, is the primary Federal law protecting endangered and threatened wildlife and plant species. The purpose of the law is to provide for the conservation of habitat for such species.
engineer (railroad):	Employee responsible for operating a railroad locomotive in accordance with train-handling practices, signal indications, operating rules, speed limits, and the technical requirements of the particular locomotive.
Environmental Impact Statement (EIS):	A document that the National Environmental Policy Act requires Federal agencies to prepare for major projects or legislative proposals having the potential to significantly affect the environment. A tool for decision-making, it describes the positive and negative environmental effects of the undertaking, and alternative actions and measures to reduce or eliminate potentially significant environmental impacts.

**Environmental Justice
(EJ):**

For purposes of this document, SEA defines environmental justice as the mission discussed in Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (59 FR 7629, February 11, 1994). This EO directs Federal agencies to identify and address "disproportionately high and adverse human health or environmental effects" of their programs, policies, and activities on minority and low-income populations in the United States. EO 12898 also calls for public notification for environmental justice populations, as well as meaningful public participation of environmental justice populations. In this document, SEA used the guidance provided in the Department of Transportation Order on Environmental Justice, the Council of Environmental Quality, Environmental Justice Guidance under the National Environmental Policy Act, and the Interim Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA analysis to analyze potential disproportionately high and adverse impacts on environmental justice populations for rail segments, intermodal facilities, rail yards, and new construction.

**Environmental Justice
(EJ) population:**

A population within an Area of Potential Effect whose minority and low-income composition meets at least one of the following criteria: (1) The percentage of minority and low-income population in the Area of Potential Effect is greater than 50 percent of the total population in the Area of Potential Effect; or (2) The percentage of minority and low-income population in the Area of Potential Effect is at least ten percentage points greater than the percentage of minority or low-income population in the county of which the Area of Potential Effect is a part.

**Environmental Resource
Category:**

Any of the environmental issues that serve as the major topics of impact analysis for this EIS. Examples include land use, natural resources, noise, hazardous materials, cultural resources, water quality, or air quality.

Environmental Resource Score (ERS):

The impact score determined for an environmental resource category within a (block group) Area of Potential Effect. A typical ERS ranges from 0 to 6, reflecting the relative impact on the Area of Potential Effect compared with impacts on other Areas of Potential Effect. For the Environmental Justice analysis, SEA calculated an ERS for noise, hazardous materials transport, and traffic safety and delay.

equipment:

For a railroad, a term used to refer to the mobile assets of the railroad, such as locomotives, freight cars, and on-track maintenance machines. Also used more narrowly as a collective term for freight cars operated by the railroad.

equipment restrictions:

Operating instructions that restrict certain types of locomotives or freight cars from operating over selected line segments.

Errata:

A list of corrections to the Draft EIS, prepared to facilitate public review of the Draft EIS and to clarify some of the information contained therein.

Executive Order (EO) 12898:

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," issued in February of 1994; directs Federal agencies to identify and address as appropriate "disproportionately high and adverse human health or environmental effects," including interrelated social and economic effects, of their programs, policies, and activities on minority populations and low-income populations in the United States.

extra board crew caller position:

Railroad employee who does not have a regularly assigned position but who works on an on-call basis.

floodplain:	The lowlands adjoining inland and coastal waters and relatively flat areas and flood-prone areas of offshore islands, including, at a minimum, those areas that have a 1 percent or greater chance of flood in any given year (also known as a 100-year or a Zone A floodplain).
Four City Consortium:	An alliance of the cities of East Chicago, Hammond, Gary, and Whiting, Indiana.
freight car inspections:	Pre-departure tests required for railroad freight cars pursuant to Federal Railroad Administration regulations.
fugitive dust:	According to EPA regulations, those particulate matter emissions that could not "reasonably pass" through a stack, chimney, vent, or other functionally equivalent opening. Examples of fugitive dust include wind-borne particulate matter from earth-moving and material handling during construction activities.
Geographic Information System (GIS):	A computer system for storing, retrieving, manipulating, analyzing, and displaying geographic data. GIS combines mapping and databases.
grade crossing:	<i>See highway/rail at-grade crossing.</i>
grade separation:	<i>See separated grade crossing.</i>
gross ton-mile:	A measure of railroad production that represents the weight of cars and freight movement in terms of total tons per mile transported system-wide or over a specific rail line segment. Specifically, 1 ton of railroad car and loading carried 1 mile.

haulage right(s):	The limited right (or combination of limited rights) of one railroad to have their freight traffic moved by another railroad over the designated lines of the other railroad.
hazardous materials:	Substances or materials that the Secretary of Transportation has determined are capable of posing an unreasonable risk to human health, safety, and property when transported in commerce, as designated under 49 CFR Parts 172 and 173.
hazardous wastes:	Waste materials that, by their nature, are inherently dangerous to handle or dispose of (for example, old explosives, radioactive materials, some chemicals, some biological wastes). Usually, industrial operations produce these waste materials.
high-and-wide load:	Load on a freight car that exceeds the normal height and/or width limits for general operation over a railroad. Such loads may move only with special operating precautions to prevent damage to wayside structures and trains on adjacent tracks.
high-profile crossings:	A condition at a highway/rail at-grade crossing where the elevation of the tracks is above the elevation of the approaching roadway. This condition, generally the result of the periodic raising of the tracks for maintenance of the track bed, can affect sight distance for highway users and can become a hazard for trucks and trailers with low ground-clearance. This is also referred to as "hump crossings".
highway/rail at-grade crossing:	The general area of an intersection of a public or private road and a railroad where the intersecting rail and highway traffic are at the same level.

historic property:	Any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" pertains to both properties that the Secretary of the Interior has formally determined to be eligible and to all other properties that meet NRHP listing criteria.
horn noise (train):	Noise that occurs when locomotives sound warning horns in the vicinity of highway/rail at-grade crossings.
hours-of-service regulations:	Federal Hours of Service Law, which Federal Railroad Administration enforces, governing maximum shift lengths and minimum rest periods for railroad operating employees. These employees include train crew, train dispatchers, and signal maintainers, as well as mechanical employees such as hostlers who move equipment for the purpose of test and inspection.
Implementing Agreement:	An agreement between a railroad company and an employee union regarding working conditions on a combined system, and specifying the corresponding seniority districts, work locations, and other terms and conditions of employment.
Inconsistent and Responsive (IR) application:	Proposal to the Surface Transportation Board that Parties of Record submitted prior to October 21, 1997, requesting modifications of, or alternatives to, the proposed Conrail Acquisition.
Indian tribe:	According to Indian Self-Determination and Education Assistance Act (25 U.S.C. 450-458; P.L. 93-638), any Indian tribe, band, nation, or other organized group or community recognized as eligible for the special programs and services that the United States provides to Indians because of their status as Indians.

interchange point:	Point at which two or more railroads join to exchange freight traffic.
interlocking:	An arrangement of switch, lock, and signal devices that is located where rail tracks cross, join, or separate. The devices are interconnected in such a way that their movements must succeed each other in a predetermined order, thereby preventing opposing or conflicting movements.
intermodal facility:	A site consisting of tracks, lifting equipment, paved and/or unpaved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of trailers and containers between rail and highway, or between rail and marine modes of transportation.
jurisdictional wetland:	Wetlands that the U.S. Army Corps of Engineers regulates under Section 404 of the Clean Water Act (33 U.S.C. 1344).
key route:	For the purposes of this Final EIS, a rail line segment that carries an annual volume of 10,000 or more carloads of hazardous material.
key train:	Any train with five or more tank carloads of chemicals classified as a Poison Inhalation Hazard (PIH), or with a total of 20 rail cars with any combination of PIHs, flammable gases, explosives, or environmentally sensitive chemicals.
L_{dn}:	The day-night average noise sound level, which is the receptor's cumulative noise exposure from all noise events over a full 24 hours. This is adjusted to account for the perception that noise at night is more bothersome than the same noise during the day.
$L_{eq(h)}$:	The hourly energy-averaged noise level.

- labor relations culture:** Philosophy by which an employer and/or parties to a collective bargaining agreement conduct labor-management relations.
- land use consistency:** Determination of whether the proposed Conrail Acquisition represents a change that is consistent with local land use plans in effect, based on consultation with local and/or regional planning agencies and/or a review of the official planning documents that such agencies have prepared.
- Level of Service (LOS):** A measure of the operational efficiency of a roadway vehicle traffic stream using procedures that consider factors such as vehicle delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Traffic analysts express LOS as letter grades, ranging from Level of Service A (free flowing) to Level of Service F (severely congested); they measure LOS by the average delay for all vehicles. Specifically, Level of Service A describes operations with very low delay (less than 5.0 seconds per vehicle); Level of Service B describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle; Level of Service C describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle; Level of Service D describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle; Level of Service E describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle; and Level of Service F describes operations with delay in excess of 60.0 seconds per vehicle.
- low-income population:** A population composed of persons whose median household income is below the Department of Health and Human Services poverty guidelines.
- maintenance area:** An area classified by EPA as meeting National Ambient Air Quality Standards (NAAQS) and which previously (within the last 10 years before reclassification) did not meet NAAQS.

- maintenance-of-way:** The activity of maintaining the track and structures of a railroad.
- major key route:** For the purposes of this Final EIS, a rail line segment where the annual volume of hazardous material it carries is projected to double and also exceed 20,000 carloads as a result of the proposed Conrail Acquisition.
- Mechanical Department:** Department of the railroad primarily responsible for the maintenance and inspection of locomotives, freight cars, and other moving equipment.
- Memorandum of Agreement (MOA):** With regard to cultural resources for the Final EIS, a legally binding document executed under 36 CFR 800.5(e)(4) that either specifies the process a Federal agency will undertake in order to avoid, reduce, or mitigate adverse effects on historic properties by the implementation of a proposed action, or documents the acceptance of such effects in the public interest. The parties who sign a MOA generally include the lead agency, the State Historic Preservation Office, the Advisory Council on Historic Preservation, and sometimes other interested parties.
- Memorandum of Understanding (MOU):** An agreement that two or more parties execute that sets forth the specific duties and responsibilities of each party. For the purposes of this Final EIS, MOU is an agreement that the Applicants may negotiate with communities.
- minority population:** A population composed of persons who are Black (non-Hispanic), Hispanic, Asian American, American Indian, or Alaskan Native.
- mitigation:** An action taken to prevent, reduce, or eliminate adverse environmental effects.

motive power:	Locomotives operated by the railroad.
multi-level rail car:	A two- or three-level freight car, designed for transporting automotive vehicles.
Multiple Resource Score (MRS):	For the Environmental Justice analysis, a measure of aggregate impacts used to identify the geographic areas of greatest concern. This score sums the environmental resource scores for hazardous materials transport, noise, and traffic safety and delay and forms the basis for the tests for disproportionality.
National Ambient Air Quality Standards (NAAQS):	Air pollutant concentration limits established by the EPA for the protection of human health, structures, and the natural environment.
National Environmental Policy Act (NEPA):	The National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321-4347; P.L. 91-190) is the basic national charter for the protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy. Its purpose is to provide for the establishment of a Council on Environmental Quality and to instruct Federal agencies on what they must do to comply with the procedures and achieve the goals of NEPA.
National Historic Preservation Act (NHPA):	The National Historic Preservation Act of 1966, as amended (16 U.S.C. 470-470t <i>et seq.</i> ; P.L. 89-665), is the basic legislation of the Nation's historic preservation program that established the Advisory Council on Historic Preservation and the Section 106 review process. Section 106 of the NHPA requires every Federal agency to "take into account" the effects of its undertakings on historic properties.

National Priorities List (NPL):

A subset of CERCLIS; EPA's list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund Program.

National Register of Historic Places (NRHP):

Administered by the National Park Service, the Nation's master inventory of known historic properties, including buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the Federal, state, and local levels.

Native American:

According to the Native American Graves Protection and Repatriation Act of 1990, as amended (25 U.S.C. 3001 *et seq.*; P.L. 101-601), of, or relating to, a tribe, people, or culture that is indigenous to the United States.

Native American lands:

According to the regulations of the Advisory Council on Historic Preservation in 36 CFR 800.2, as modified by the scope of this EIS, all lands under the jurisdiction or control of an Indian tribe, including all lands within the exterior boundaries of any American Indian reservation.

Negotiated Agreement:

An agreement between CSX, NS, or both, and one or more communities or other governmental units that addresses potential environmental impacts or other issues.

No-Action Alternative:

The proposed acquisition of Conrail by CSX and NS does not take place under this alternative; also the present setting for the pre-Acquisition conditions.

noise:	A disturbance or annoyance of an intruding or unwanted sound. Noise impacts essentially depend on the amount and nature of the intruding sound, the amount of background sound already present before the intruding or unwanted sound occurred, and the nature of working or living activity of the people occupying the area where the sound occurs.
noise contour:	Lines plotted on maps or drawings connecting points of equal sound levels.
noise-sensitive receptor:	Location where noise can interrupt ongoing activities and can result in community annoyance, especially in residential areas. The Board's environmental regulations include schools, libraries, hospitals, residences, retirement communities, and nursing homes as examples of noise-sensitive receptors.
nonattainment area:	An area that EPA has classified as not complying with the National Ambient Air Quality Standards promulgated under the Clean Air Act.
Northeast Corridor (NEC):	Railroad right-of-way between Boston, Massachusetts and Washington, D.C. on which Amtrak and others operate; Amtrak is responsible for operation and maintenance on all of the route, except the route segment between New Haven, Connecticut and New Rochelle, New York.

Northeast Operating Rules:

Rules that govern railroad operations, adapted by members of the Northeast Operating Rules Advisory Committee (NORAC). These operating rules apply to all railroads when working on any NORAC member's territory. The NORAC members are Bay Colony Railroad, Conrail Inc. and Consolidated Rail Corporation (Conrail), Delaware & Hudson Railway company, Guildford Transportation Industries, National Railroad Passenger Corporation (Amtrak), New Jersey Transit (NJT), New York Susquehanna & Western Railway Corporation, Providence & Worcester Railroad Company, and Southeastern Pennsylvania Transportation Authority (SEPTA).

notices:

Documents addressed to engineers and other operating employees detailing temporary or local operating rules and restrictions.

on-track (maintenance) equipment:

Track and other maintenance equipment provided with flanged wheels and able to move along railroad track.

operating employee:

Railroad employee engaged in the operation of trains, including a member of the train crew; a train dispatcher; and a track, a signal, and an equipment maintenance employee.

Operating Plans:

Documents that CSX and NS provided as part of the Application, detailing their planned railroad operations following the proposed Conrail Acquisition.

operating practices:

Safety and operating rules, practices, and procedures contained in operating rulebook, timetable, special instructions, or any other company-issued instructions and the management decisions implementing those rules and instructions that govern the movement of trains and work on or around active tracks.

- operating rules:** Written rules of a railroad governing the operation of trains and the conduct of employees responsible for train operations when working on or around active tracks.
- Operation Lifesaver:** A non-profit public information and safety education program dedicated to eliminating collisions, deaths, and injuries at highway/rail at-grade crossings and on railroad rights-of-way. It is composed of a broad-based coalition of Federal, state, and local government agencies, private safety groups, and transportation industry representatives.
- particulate matter (PM):** Airborne dust or aerosols.
- Party of Record (POR):** Party that notified the Board of their active participation in the proceeding about the proposed Conrail Acquisition. When submitting a filing to the Board, the POR must also notify the entire POR service list.
- passive warning devices:** Traffic control devices that do not give positive notice to highway users of the approach or presence of a train. These devices may include signs and pavement markings, located at, or in advance of, railroad crossings to indicate the presence of a crossing and the presence of a train. These signs are either regulatory or non-regulatory and may include parallel track signs, crossbucks, stop signs, yield signs, and constantly flashing lights.
- positive train separation:** Mechanism included in positive train control, an experimental, automated safety system, using Global Positioning System (GPS) technology, onboard computers and wayside information inputs to control train movement. In the event of failure on the primary safety system, positive train control reduces the risk of single-point failure (that is, human error).

posted speed:	Maximum speed permitted at a specific location on the railroad network irrespective of train type.
Prevention of Significant Deterioration (PSD) Class I Areas:	National parks and wilderness areas designated under the Clean Air Act as areas for which users are to maintain air quality at pristine levels, with very small increases in air pollution levels allowed.
Primary Application:	The formal filing of documents with the Surface Transportation Board by applicants for railroad mergers, acquisitions, constructions, or abandonments. The Primary Application contains Operating Plans and information describing related construction projects. It also includes an Environmental Report, describing the physical and operational changes associated with the proposed action and the potential environmental effects of that action.
prime farmland:	According to Natural Resources Conservation Service, land having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
proposed Conrail Acquisition:	The proposed acquisition of Conrail's physical assets and operating systems by CSX and NS, for which the Applicants are seeking approval from the Board.
public uses:	According to 49 U.S.C. 10905 and STB Regulations "Surface Transportation Manual," Section 1105.7(3)iv, those identified alternative public purposes for the use of rail properties proposed for abandonment or discontinuance, including highways, other forms of mass transportation, conservation, energy production or transmission, or recreation.
queue:	A line of vehicles waiting at a highway/rail at-grade crossing for an obstruction to clear.

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rail line segment:	For the purposes of this Final EIS, portions of rail lines that extend between two terminals or junction points.
rail route:	Line of railroad track between two points on a rail system.
rail spur:	A railroad track that typically connects to the main line at only one end and provides rail service to one or more railroad freight customers. A rail spur could also parallel the main line.
rail yard:	A location or facility with multiple tracks where rail operators switch and store rail cars.
receptor:	See <i>noise-sensitive receptor</i> .
regional and system gang:	A group of railroad maintenance-of-way employees that work a particular region or an entire railroad system.
remediation (remedial actions):	Actions taken to mitigate the adverse effects, or potential adverse effects, to the environmental or to the public health and welfare resulting from the release or spill of hazardous substances.
Request for Conditions:	A document filed with the Board by a party to this proceeding on or before October 21, 1997, that requests the Board to impose one or more specified requirements on the Applicants as a condition to the Board's approval of the proposed Conrail Acquisition.
Resource Conservation and Recovery Act (RCRA):	The Resource Conservation and Recovery Act of 1976 (42 U.S.C. 6901 <i>et seq.</i> ; P.L. 94-580) is a Federal act governing the generating, storing, transporting, treating, and disposing of hazardous waste.

Resource Conservation and Recovery Information System (RCRIS):	Federal database containing information on facilities that generate, transport, store, treat, and/or dispose of hazardous waste.
Responsive Environmental Report (RER):	A report, submitted by an Inconsistent and Responsive applicant, that contains detailed environmental information regarding the activities proposed in its IR Application and complies with the requirements for environmental reports in the Board's rules at 49 CFR 1105.7(e).
restricted speed:	A speed that will permit a train to stop within one-half the range of vision of the railroad employee controlling the movement of the train; the train must stop before passing improperly aligned switches, a defect in the track structure, deliberately placed objects, or striking other railroad equipment. According to Federal Railroad Administration regulations, this speed is not to exceed 20 miles per hour.
retarder:	In railroad yards, a braking device, usually power-operated, built into a railroad track to reduce the speed of cars by means of brake-shoes which, when set in braking position, press against the sides of the lower portions of the wheels.
right-of-way:	The strip of land for which an entity (for example, a railroad) has a property right to build, operate, and maintain a linear structure (for example, a rail line).
roadmaster:	Railroad supervisor responsible for track inspection and maintenance over a specified portion of the railroad network.
Safety Assurance and Compliance Program (SACP):	Federal Railroad Administration program to audit railroad safety practices and to ensure compliance with Federal regulations.

safety culture:	The manner in which management and employees in an organization view and approach the issue of safety, including both formalized rules and informal practices in the organization.
Safety Implementation Plan Guidelines (SIPG):	A series of acquisition-related guidelines that the Federal Railroad Administration developed for CSX and NS, detailing a list of safety concerns that CSX and NS must address in their Safety Integration Plans.
Safety Integration Plans:	Plans that the Applicants prepared and submitted to the Board to explain how they propose to provide for the safe integration of their separate corporate cultures and operating systems, if the Board approves the proposed Conrail Acquisition.
Section 106 review process:	The review process set forth in Section 106 of the NHPA (16 U.S.C. 470) that requires every Federal agency to "take into account" the effects of its undertakings on historic properties and affords the ACHP the opportunity to comment on those undertakings and their effects.
seniority district:	A geographic area within which a group of employees in a specific labor union (for example, engineers, dispatchers) are authorized and expected to work.
seniority rights:	The priority one employee has over another employee in bidding for available positions, choice of work assignments, and similar matters, based on length of employment in a specified category. Agreements between railroad companies and labor unions specify such rights.
sensitive receptor:	See <i>noise-sensitive receptor</i> .

separated grade crossing:	The site where a local street or highway crosses railroad tracks at a different level or elevation, either as an overpass or as an underpass.
service:	The official notification and delivery of Board decisions and notices (including EAs and EISs) by the Secretary of the Board to persons involved in a particular proceeding.
Settlement Agreement:	An agreement negotiated between CSX or NS or both and one or more parties, including other railroads, that addresses concerns or requests of the party (or parties). Generally, such an agreement addresses competitive customer service or labor issues.
Seven Separate Connections:	Seven new rail line connection construction projects in Illinois, Indiana, and Ohio. These projects total approximately 4 miles of new track. CSX and NS requested that the Board give early consideration and approval to the physical construction of these particular connections.
Shared Assets Areas:	Areas comprising Conrail facilities in southeastern Michigan, northern New Jersey, and southern New Jersey/Philadelphia that CSX and NS would share and Conrail Shared Assets Operations would operate for the benefit of both CSX and NS, if the Board approves the proposed Conrail Acquisition.
shifted load:	An improperly secured freight car load that has moved and may protrude beyond the allowed dimensional limits.
shipment:	A unit of freight given to the railroad for movement to its destination by an individual customer.

siding:	A track parallel to a main track that is connected to the main track at each end. A siding is used for the passing and/or storage of trains.
signal maintainer:	Railroad employee who maintains signal and communications systems.
socioeconomic:	For this Final EIS, job loss directly attributable to changes in the physical environment as a result of construction and abandonment activities and other activities related to the proposed Conrail Acquisition project.
Sound Exposure Level (SEL):	For a transient noise event such as a passing train, equivalent to the maximum A-weighted sound level that would occur if all of the noise energy associated with the event were restricted to a time period of 1 second. The SEL accounts for both the magnitude and the duration of the noise event; noise analysts use SEL to calculate the day-night average noise level.
Spill Prevention, Control, and Countermeasures Plan (SPCCP):	A site-specific document written to detail measures to prevent discharges of oil into waters of the United States (as defined in the Clean Water Act). Facilities with aboveground storage capacities in a single container greater than 660 gallons, or the aggregate aboveground storage capacity greater than 1,320 gallons, or total underground storage capacity greater than 42,000 gallons are required to prepare SPCCPs.
superior train:	For purposes of this Final EIS, a passenger train operating on the same track network with freight trains. Superior trains must have track clear of all trains not less than 15 minutes prior to their arrival. See <i>temporal train separation</i> .

**Supplemental
Environmental Report:**

A report that analyzes the environmental impacts of operating changes related to a Settlement Agreement between an Applicant and another railroad that exceed the Board's thresholds when added to changes proposed in the Applicants' Operating Plans.

switch:

The portion of the track structure used to direct cars and locomotives from one track to another.

switching:

The activity of moving cars from one track to another in a yard or where tracks go into a railroad customer's facility.

**temporal train
separation:**

The time separation of passenger trains that share rail lines with freight trains, in order to reduce the possibility of train collisions. See *superior train*.

territory:

The portion of a railroad's track network under the management of a particular supervisor.

threatened species:

A species that is likely to become endangered within the foreseeable future throughout all or part of its range. Federal and state laws protect these species.

**threshold for
environmental analysis:**

A level of proposed change in railroad activities that determines the need for SEA's environmental review. For the proposed Conrail Acquisition, SEA used the Board's environmental rules at 49 CFR Part 1105 to determine the activities that it would examine for air and noise impacts ("Board thresholds"). For other issue areas, SEA developed appropriate thresholds to guide its environmental review ("SEA thresholds"). The term "Board thresholds", as used in this EIS, may refer to either Board or SEA thresholds.

timetable:	A document that identifies key railroad line features over a defined portion of the network. The features usually include distances, speed limits, track layout, type of signaling, location and length of passing sidings, and the local applicability of specific operating rules. Operating rules are often published with the timetable.
track geometry:	Dimensional description of railroad track and individual rails compared to optimal design criteria.
track geometry inspection car:	Rail vehicle equipped with instruments to make continuous, in-motion measurements of variations in the track gauge, alignment, and cross level.
trackage right(s):	The right (or combination of rights) of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions, the right to build connections or additional tracks to access other shipper or carriers. See also <i>haulage right(s)</i> .
trackage rights agreement:	An agreement between two parties that defines the trackage rights granted to one party over the tracks of a second party.
traffic volume (highway):	The number of highway vehicles that pass over a given point during a given period of time, often expressed on an annual, daily, hourly, and sub-hourly basis. For the purposes of this Final EIS, SEA expressed highway traffic volumes on a daily basis.
traffic volume (rail):	The total volume of rail traffic that passes over a given rail line segment, typically expressed in either trains per day or annual million gross tons per year.

train (freight):	A conveyance transported by one or more locomotives typically with 40 to 150 freight cars, measuring approximately 5,000 to 8,000 feet in length. For the purposes of this Final EIS, does not apply to locals, work trains, switch-engine movements, or engine-only movements.
train (passenger):	Equipment composed of one or more rail cars designed to carry passengers, propelled by a locomotive or self-propelled, moving from one place to another.
train crew:	Employees assigned to operate a train, usually an engineer, a conductor, and one or more trainmen.
train defect detector:	An electronic device located alongside a rail track that monitors passing trains to determine the presence of certain potentially dangerous conditions, such as an overheated wheel bearing ("hot box") or a shifted load that protrudes from the rail car.
trainman:	Member of a train crew responsible for assisting the engineer and conductor in operating the train, especially with switching cars.
trainmaster:	Railroad operations supervisor responsible for managing train and yard operations and operating employees on a defined portion of the railroad network.
transient noise event:	An intermittent occurrence of noise, such as the passing of a train that generates such noise.
Transportation Department:	Department of the railroad responsible for day-to-day train operations and dispatching.

Triple Crown Service (TCS):

An expedited intermodal service offered by both Conrail and NS. TCS trains do not require the use of flat cars, but rather use specially designed dual-mode highway trailers that are coupled together with two-axle rail wheel sets that support the ends of the trailers for the rail portion of the rail-highway movement. The equipment used is similar to "RoadRailer" equipment.

turnout:

The portion of railroad track structure where a single track divides into two tracks.

Verified Statement:

A party's sworn statement that provides information to the Board.

vibration velocity:

The rate of change of displacement of a vibration. Noise analysts often express measurements of vibration in terms of velocity because velocity correlates well with human response to vibration.

waybill:

Document or computer record containing details of a rail shipment: origin, destination, route, commodity, freight rate, car or cars used, and similar information.

wayside:

Adjacent to the railroad track, as in "wayside signals" or "wayside defect detectors."

wayside noise:

Train noise adjacent to the right-of-way that comes from sources other than the horn, such as engine noise, exhaust noise, and noise from steel train wheels rolling on steel rails.

wetlands:

According to 40 CFR Part 230.41, those "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions," generally including swamps, marshes, bogs, and similar areas.

yardmaster:

Railroad operations supervisor responsible for railroad operations and employees in a railyard.

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LIST OF ACRONYMS AND ABBREVIATIONS

AAR	Association of American Railroads
ABS	Automatic Block System
ACHP	Advisory Council on Historic Preservation
ACS	Automatic Cab Signals
ACSES	Advanced Civil Speed Enforcement System
ADT	Average Daily Traffic
Amtrak	The National Railroad Passenger Corporation
ANSI	American National Standards Institute
AoPE	Area of Potential Effect(s)
APL	American Presidents Line
APTA	American Public Transit Association
ARU	Allied Rail Unions
ASTM	American Society for Testing and Materials
ATC	Automatic Train Control
B&O	Baltimore & Ohio Railroad Company
B&OCT	Baltimore & Ohio Chicago Terminal Railroad Company
BIA	Bureau of Indian Affairs
BMP	Best Management Practice
Board	Surface Transportation Board
BOCT	Baltimore & Ohio Chicago Terminal Railroad Company
BRL	The Cities of Bay Village, Rocky River, and Lakewood, Ohio
CAA	Clean Air Act of 1970
CAAA	Clean Air Act Amendments of 1990
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CO	carbon monoxide
Conrail	Conrail, Inc. and Consolidated Rail Corporation
CP	Control Point
CPR	Canadian Pacific Railway
CRC	Comments and Requests for Conditions
CSX	CSX Corporation and CSX Transportation, Inc.

CTC	Centralized Traffic Control
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act of 1972
dB	decibel
dBA	A-weighted decibels
DES	Division of Endangered Species
DOI	U.S. Department of the Interior
DOT	U.S. Department of Transportation
EA	Environmental Assessment
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ERS	Environmental Resource Score
ESA	Endangered Species Act of 1973
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMEA	Failure Mode and Effects Analysis
FRA	Federal Railroad Administration
FRA ID	Federal Railroad Administration Identification Number
FTA	Federal Transit Administration
GIS	Geographic Information System
GPS	Global Positioning System
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HCM	The Transportation Research Board's <i>Highway Capacity Manual</i>
HMERP	Hazardous Materials Emergency Response Plan
HMIS	Hazardous Materials Information System
HUD	Department of Housing and Urban Development
ICC	Interstate Commerce Commission
ID	Identification
IHB	Indiana Harbor Belt Railroad Company
IR	Inconsistent and Responsive [application]
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
LAL	Livonia, Avon, and Lakeville Railroad Corporation
L _{dn}	day-night equivalent sound level
L _{eq(h)}	hourly energy-averaged sound level
LOS	Level of Service
LUST	Leaking Underground Storage Tank

List of Acronyms and Abbreviations

MARC	Maryland Rail Commuter (Maryland's Mass Transit Administration's Commuter Rail Service)
MBTA	Massachusetts Bay Transportation Authority
Metra	Northeast Illinois Regional Commuter Railroad Corporation
min./veh	minutes per vehicle
MNR	Metro-North Railroad (Metro-North Commuter Railroad Company)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
mph	miles per hour
MRS	Multiple Resource Score
MRTA	Metro Regional Transit Authority of Akron, Ohio
MUTC	Manual of Uniform Traffic Control Devices
N/A	Not Applicable
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NJT	New Jersey Transit
NORAC	Northeast Operating Rules Advisory Committee
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NRC	Nuclear Regulatory Commission
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Company and Norfolk Southern Corporation
NWI	National Wetlands Inventory
NYCH	New York Cross Harbor
O₃	ozone
OAR	Office of Air and Radiation (within Environmental Protection Agency)
OHPO	Ohio Historic Preservation Office
OMS	Office of Mobile Sources (within Environmental Protection Agency)
OTR	Ozone Transport Region
PCB	polychlorinated biphenyl
PDEA	Preliminary Draft Environmental Assessment
PIH	Poison Inhalation Hazard
P.L.	Public Law
PM	particulate matter
PM₁₀	particulate matter less than 10 microns in diameter
POR	Party of Record

PSD	Prevention of Significant Deterioration
P&W	Providence & Worcester
QA/QC	Quality Assurance/Quality Control
RCRA	Resource Conservation and Recovery Act of 1976
RCRIS	Resource Conservation and Recovery Information System
RER	Responsive Environmental Report
RQ	Reportable Quantity
SACP	Safety Assurance and Compliance Program
SARA	Superfund Amendments and Reauthorization Act of 1986
SCS	Soil Conservation Service
SEA	Section of Environmental Analysis
sec/veh	seconds per vehicle
SEL	Sound Exposure Level
SEPTA	Southeastern Pennsylvania Transportation Authority
SHPO	State Historic Preservation Office
SIPG	Safety Implementation Plan Guidelines
SPCCP	Spill Prevention, Control, and Countermeasures Plan
Stat.	Statute
STB	Surface Transportation Board
SO₂	sulfur dioxide
TCS	Triple Crown Service
TLCPA	Toledo-Lucas County Port Authority
TMACOG	Toledo Metropolitan Area Council of Governments
Tri-Rail	Florida Tri-County Commuter Rail Authority
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT

	Page
<u>VOLUME — EXECUTIVE SUMMARY</u>	
LETTER TO INTERESTED PARTIES	
GUIDE TO EXECUTIVE SUMMARY VOLUME	
CONTENTS OF EXECUTIVE SUMMARY	ES-i
EXECUTIVE SUMMARY	ES-1
INTRODUCTION	ES-1
PURPOSE AND NEED FOR THE PROPOSED CONRAIL ACQUISITION ..	ES-3
DESCRIPTION OF THE PROPOSED ACTION	ES-3
ALTERNATIVES	ES-6
THE BOARD'S ENVIRONMENTAL REVIEW PROCESS AND THE PUBLIC'S RIGHT TO SEEK ADMINISTRATIVE REVIEW	ES-7
OVERVIEW OF THE BOARD'S AND SEA'S ENVIRONMENTAL ACTIVITIES SINCE THE DRAFT EIS	ES-8
AGENCY COORDINATION AND PUBLIC OUTREACH	ES-8
OVERVIEW OF PUBLIC COMMENTS	ES-8
ADDITIONAL PUBLIC COMMENTS ON RECENT NS ROUTING CHANGES	ES-9
OPERATIONAL SAFETY AND INTEGRATION PLANS	ES-10
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION	ES-11
CONCLUSIONS	ES-18
FIGURES	
ES-1 Existing System - CSX, Norfolk Southern, and Conrail	ES-4
ES-2 Proposed System - CSX and Norfolk Southern	ES-5
GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
GLOSSARY OF TERMS	Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1

Executive Summary Volume Continued

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
INFORMATION SOURCES	Sources-1
INDEX	Index-1

VOLUME 1

GUIDE TO VOLUME 1

CONTENTS OF CHAPTER 1	1-i
------------------------------------	------------

CHAPTER 1: INTRODUCTION AND BACKGROUND	1-1
1.1 INTRODUCTION	1-1
1.2 BACKGROUND OF THE JOINT APPLICATION TO ACQUIRE CONTROL OF CONRAIL	1-2
1.3 PURPOSE OF AND NEED FOR THE PROPOSED CONRAIL ACQUISITION	1-3
1.4 THE BOARD'S APPLICATION REVIEW PROCESS	1-3
1.4.1 Background on Railroad Regulation	1-6
1.4.2 Role of the Board in Reviewing Railroad Mergers and Acquisitions	1-7
1.4.3 SEA and Its Independent Third-party Contractors	1-15
1.4.4 Thresholds for Environmental Analysis	1-15
1.4.5 Analysis of Railroad Activities and Environmental Issues	1-17
1.5 THE PROPOSED ACTION AND ALTERNATIVES	1-19
1.5.1 Proposed Action	1-19
1.5.2 Alternatives	1-21
1.6 SEA'S PUBLIC OUTREACH ACTIVITIES	1-24
1.7 THE BOARD'S AND SEA'S ACTIVITIES SINCE THE DRAFT EIS	1-24
1.8 OVERVIEW OF PUBLIC COMMENTS	1-26
1.9 SAFETY INTEGRATION PLANS	1-27

FIGURES

1-1 Existing System - CSX, Norfolk Southern, and Conrail	1-4
1-2 Proposed System - CSX and Norfolk Southern	1-5
1-3 Surface Transportation Board's Decision Making Process for the Proposed Conrail Acquisition	1-11
1-4 Summary of Environmental Review Process	1-12

Volume 1 Continued

TABLES

1-1	Board's Procedural and SEA's Environmental Review Schedule	1-9
1-2	Surface Transportation Board Thresholds for Environmental Analysis	1-16

CONTENTS OF CHAPTER 2	2-i
------------------------------------	------------

CHAPTER 2: SCOPE OF THE ENVIRONMENTAL ANALYSIS	2-1
2.1 THRESHOLDS FOR ENVIRONMENTAL ANALYSIS	2-1
2.2 RAIL LINE SEGMENTS	2-7
2.3 INTERMODAL FACILITIES	2-18
2.4 RAIL YARDS	2-21
2.5 CONSTRUCTIONS	2-22
2.6 ABANDONMENTS	2-25

TABLES

2-1	SEA's Thresholds for Environmental Analysis	2-3
2-2	Rail Line Segments Exceeding SEA Thresholds for Environmental Analysis	2-8
2-3	Intermodal Facilities That Meet or Exceed the Board's Thresholds for Environmental Analysis	2-19
2-4	Rail Yards That Meet or Exceed the Board's Thresholds for Environmental Analysis	2-22
2-5	Proposed Construction Projects	2-24
2-6	Proposed Abandonments	2-25

CONTENTS OF CHAPTER 3	3-i
------------------------------------	------------

CHAPTER 3: AGENCY COORDINATION AND PUBLIC OUTREACH	3-1
3.1 INTRODUCTION	3-1
3.1.1 Public Outreach Process	3-2
3.1.2 Agency Coordination Process	3-2
3.2 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR DRAFT EIS	3-3
3.2.1 Notification of Draft EIS Availability	3-3
3.2.2 Distribution of Draft EIS	3-7
3.2.3 Summary of Draft EIS Public Comment Process	3-9
3.2.4 Ohio Historic Properties Outreach	3-9
3.3 ENVIRONMENTAL JUSTICE	3-10
3.3.1 Environmental Justice Outreach Strategy	3-11
3.3.2 Environmental Justice Outreach Activities	3-11
3.3.3 Additional Environmental Justice Outreach Activities	3-13

Volume 1 Continued

3.4	PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR FINAL EIS	3-15
3.4.1	Notification of Final EIS Availability	3-15
3.4.2	Distribution of Final EIS	3-16

TABLES

3-1	Notice of Availability Postcard Distribution	3-5
3-2	Distribution of Draft Environmental Impact Statement	3-7

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 2

GUIDE TO VOLUME 2

CONTENTS OF CHAPTER 4	4-i
------------------------------------	------------

CHAPTER 4: SUMMARY OF ENVIRONMENTAL REVIEW	4-1
---	------------

4.1	BACKGROUND	4-1
4.1.1	Framework of SEA's Analysis	4-2
4.1.2	Additional Activities Resulting in Refinements to the Draft EIS	4-3
4.2	SAFETY: HIGHWAY/RAIL AT-GRADE CROSSINGS	4-5
4.2.1	Analysis Methods	4-5
4.2.2	Public Comments and Additional Evaluations	4-6
4.2.3	Analysis Results and Impacts	4-8
4.2.4	Mitigation	4-8
4.3	SAFETY: HAZARDOUS MATERIALS TRANSPORT	4-10
4.3.1	Analysis Methods	4-11
4.3.2	Public Comments and Additional Evaluations	4-12
4.3.3	Analysis Results and Impacts	4-13
4.3.4	Mitigation	4-15

Volume 2 Continued

4.4	SAFETY: PASSENGER RAIL OPERATIONS	4-18
4.4.1	Analysis Methods	4-18
4.4.2	Public Comments and Additional Evaluations	4-19
4.4.3	Analysis Results and Impacts	4-20
4.4.4	Mitigation	4-21
4.5	SAFETY: FREIGHT RAIL OPERATIONS	4-22
4.5.1	Analysis Methods	4-22
4.5.2	Public Comments and Additional Evaluations	4-23
4.5.3	Analysis Results and Impacts	4-24
4.5.4	Mitigation	4-25
4.6	TRANSPORTATION: PASSENGER RAIL SERVICE	4-26
4.6.1	Analysis Methods	4-26
4.6.2	Public Comments and Additional Evaluations	4-28
4.6.3	Analysis Results and Impacts	4-28
4.6.4	Mitigation	4-28
4.7	TRANSPORTATION: HIGHWAY/RAIL AT-GRADE CROSSING DELAY	4-29
4.7.1	Analysis Methods	4-29
4.7.2	Public Comments and Additional Evaluations	4-31
4.7.3	Analysis Results and Impacts	4-32
4.7.4	Mitigation	4-33
4.7.5	Delay of Emergency Vehicles	4-35
4.8	TRANSPORTATION: ROADWAY SYSTEMS	4-38
4.8.1	Analysis Methods	4-38
4.8.2	Public Comments and Additional Evaluations	4-40
4.8.3	Analysis Results and Impacts	4-41
4.8.4	Mitigation	4-42
4.9	TRANSPORTATION: NAVIGATION	4-43
4.9.1	Analysis Methods	4-43
4.9.2	Public Comments and Additional Evaluations	4-43
4.9.3	Analysis Results and Impacts	4-44
4.9.4	Mitigation	4-45
4.10	ENERGY	4-45
4.10.1	Analysis Methods	4-45
4.10.2	Public Comments and Additional Evaluations	4-47
4.10.3	Analysis Results and Impacts	4-48
4.10.4	Mitigation	4-49

Volume 2 Continued

4.11	AIR QUALITY	4-50
4.11.1	Analysis Methods	4-52
4.11.2	Public Comments and Additional Evaluations	4-55
4.11.3	Analysis Results and Impacts	4-61
4.11.4	Mitigation	4-63
4.12	NOISE	4-63
4.12.1	Analysis Methods	4-64
4.12.2	Public Comments and Additional Evaluations	4-65
4.12.3	Analysis Results and Impacts	4-68
4.12.4	Mitigation	4-69
4.13	CULTURAL RESOURCES	4-72
4.13.1	Analysis Methods	4-72
4.13.2	Public Comments and Additional Evaluations	4-73
4.13.3	Analysis Results and Impacts	4-73
4.13.4	Mitigation	4-75
4.14	HAZARDOUS WASTE SITES	4-77
4.14.1	Analysis Methods	4-77
4.14.2	Public Comments and Additional Evaluations	4-78
4.14.3	Analysis Results and Impacts	4-79
4.14.4	Mitigation	4-80
4.15	NATURAL RESOURCES	4-81
4.15.1	Analysis Methods	4-81
4.15.2	Public Comments and Additional Evaluations	4-83
4.15.3	Analysis Results and Impacts	4-84
4.15.4	Mitigation	4-84
4.16	LAND USE AND SOCIOECONOMICS	4-86
4.16.1	Analysis Methods	4-87
4.16.2	Public Comments and Additional Evaluations	4-88
4.16.3	Analysis Results and Impacts	4-89
4.16.4	Mitigation	4-90
4.17	ENVIRONMENTAL JUSTICE	4-91
4.17.1	Analysis Methods	4-92
4.17.2	Public Comments and Additional Evaluations	4-94
4.17.3	Analysis Results and Impacts	4-97
4.17.4	Mitigation	4-99
4.18	CUMULATIVE EFFECTS	4-102
4.18.1	Analysis Methods	4-103
4.18.2	Public Comments and Additional Evaluations	4-106
4.18.3	Analysis Results and Impacts	4-108
4.18.4	Mitigation	4-110

Volume 2 Continued

4.19	COMMUNITY EVALUATIONS	4-110
4.19.1	Greater Cleveland Area, Ohio	4-111
4.19.2	Erie, Pennsylvania	4-143
4.19.3	Four City Consortium, Indiana	4-150
4.19.4	Lafayette, Indiana	4-157
4.20	INCONSISTENT AND RESPONSIVE APPLICATIONS AND REQUESTS FOR CONDITIONS	4-163
4.21	SETTLEMENT AGREEMENTS AND NEGOTIATED AGREEMENTS	4-170
4.21.1	Settlement Agreements	4-170
4.21.2	Negotiated Agreements	4-173
4.22	ANTICIPATED ENVIRONMENTAL BENEFITS	4-174
4.22.1	Energy Efficiency and Consumption	4-175
4.22.2	Air Quality	4-175
4.22.3	Hazardous Materials Transportation	4-175
4.22.4	Transportation Safety	4-176
4.23	SUMMARY OF ADVERSE ENVIRONMENTAL IMPACTS	4-174

FIGURES

4-1	Greater Cleveland Area Rail Routes	4-114
4-2	Cleveland Area Alternative 1 - Application Base Case	4-115
4-3	Cleveland Area Alternative 2 - NS Cloggsville	4-121
4-4	Cleveland Area Alternative 3 - Cleveland Flip Plan No. 1	4-122
4-5	Cleveland Area Alternative 4 - Cleveland Flip Plan No. 2	4-123
4-6	Cleveland Area Alternative 5 - Wickliffe Flyover	4-124
4-7	Cleveland Area Alternative 6 - Wickliffe Flyover with Erie Connection	4-125
4-8	Cleveland Area Alternative 7 - Cleveland Reverse Curve	4-126
4-9a	Erie Area Rail Routes	4-146
4-9b	Erie Area Rail Routes	4-147
4-10a	Four City Area Rail Routes	4-154
4-10b	Four City Area Rail Routes	4-155
4-11	Lafayette Area Rail Routes	4-157

TABLES

4-1	Surface Transportation Board Thresholds for Environmental Analysis	4-3
4-2	Revised Findings and Recommendations for Highway/Rail At-grade Crossing Safety	4-8

Volume 2 Continued

4-3	Disproportionately High and Adverse Impacts on Environmental Justice Populations for Which SEA Recommends Additional or Tailored Mitigation ..	4-100
4-4	Train Traffic Through Selected Greater Cleveland Residential Areas	4-120
4-5	Comparison of Alternative Routes in the Greater Cleveland Area	4-128
4-6	Requests for Conditions Submitted by Passenger/Commuter Rail Organizations	4-166
4-7	Summary of Adverse Environmental Impacts by State	4-178

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 3

GUIDE TO VOLUME 3

CONTENTS OF CHAPTER 5	5-i
------------------------------------	------------

CHAPTER 5: SUMMARY OF COMMENTS AND RESPONSES	5-1
---	------------

5.1	OVERVIEW OF COMMENTS	5-3
5.1.1	Federal Agencies	5-3
5.1.2	Applicants	5-4
5.1.3	National and Regional Groups	5-4
5.1.4	Alabama	5-5
5.1.5	Connecticut	5-5
5.1.6	Delaware	5-5
5.1.7	Florida	5-5
5.1.8	Georgia	5-5
5.1.9	Illinois	5-5
5.1.10	Indiana	5-6
5.1.11	Kentucky	5-6
5.1.12	Louisiana	5-6
5.1.13	Maryland	5-6
5.1.14	Massachusetts	5-6
5.1.15	Michigan	5-7
5.1.16	Mississippi	5-7
5.1.17	Missouri	5-7

Volume 3 Continued

5.1.18	New Jersey	5-7
5.1.19	New York	5-7
5.1.20	North Carolina	5-7
5.1.21	Ohio	5-8
5.1.22	Pennsylvania	5-8
5.1.23	Rhode Island	5-8
5.1.24	South Carolina	5-8
5.1.25	Tennessee	5-8
5.1.26	Virginia	5-9
5.1.27	West Virginia	5-9
5.1.28	District of Columbia	5-9
5.2	GENERAL COMMENTS ON THE DRAFT EIS	5-9
5.2.1	The Application Review Process	5-10
5.2.1.1	Support for the Proposed Conrail Acquisition	5-10
5.2.1.2	Opposition to the Proposed Conrail Acquisition	5-11
5.2.1.3	Merits	5-11
5.2.1.4	Consultation and Negotiation	5-12
5.2.1.5	Oversight and Enforcement Period	5-14
5.2.2	The Environmental Review Process	5-15
5.2.2.1	Application of NEPA	5-15
5.2.2.2	Public Involvement	5-16
5.2.2.3	Alternatives to the Proposed Conrail Acquisition	5-19
5.2.2.4	Methodology of the Impact Analysis	5-20
5.2.2.5	Requests for Information and Corrections	5-23
5.2.2.6	Mitigation	5-24
5.2.3	System-wide Technical Analysis	5-31
5.2.3.1	Safety: Highway/Rail At-grade Crossings	5-31
5.2.3.2	Safety: Hazardous Materials Transport	5-39
5.2.3.3	Safety: Passenger Rail Operations	5-44
5.2.3.4	Safety: Freight Rail Operations	5-47
5.2.3.5	Safety: Other	5-49
5.2.3.6	Transportation: Passenger Rail Service	5-50
5.2.3.7	Transportation: Highway/Rail At-grade Crossing Delay	5-57
5.2.3.8	Transportation: Roadway Systems	5-64
5.2.3.9	Transportation: Other	5-65
5.2.3.10	Energy	5-66
5.2.3.11	Air Quality	5-66
5.2.3.12	Noise	5-74
5.2.3.13	Cultural and Historic Resources	5-78
5.2.3.14	Natural Resources	5-79

Volume 3 Continued

5.2.3.15	Land Use and Socioeconomics	5-80
5.2.3.16	Environmental Justice	5-82
5.2.3.17	Cumulative Effects	5-91
5.3	COMMENTS ON STATE AND COMMUNITY ISSUES	5-93
5.3.1	Alabama	5-93
5.3.2	Connecticut	5-94
5.3.3	Delaware	5-99
5.3.4	Florida	5-108
5.3.5	Georgia	5-109
5.3.6	Illinois	5-111
5.3.7	Indiana	5-138
5.3.8	Kentucky	5-164
5.3.9	Louisiana	5-167
5.3.10	Maryland	5-169
5.3.11	Massachusetts	5-176
5.3.12	Michigan	5-178
5.3.13	Mississippi	5-195
5.3.14	Missouri	5-196
5.3.15	New Jersey	5-197
5.3.16	New York	5-207
5.3.17	North Carolina	5-226
5.3.18	Ohio	5-232
5.3.19	Pennsylvania	5-368
5.3.20	Rhode Island	5-389
5.3.21	South Carolina	5-390
5.3.22	Tennessee	5-391
5.3.23	Virginia	5-392
5.3.24	West Virginia	5-414
5.3.25	District of Columbia	5-415
GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT		Guide-1
GLOSSARY OF TERMS		Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS		Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT		i

VOLUME 4

GUIDE TO VOLUME 4

CONTENTS OF CHAPTER 6	6-i
CHAPTER 6: SAFETY INTEGRATION PLANNING	6-1
6.1 INTRODUCTION AND SUMMARY	6-1
6.2 PROCEDURAL HISTORY	6-3
6.3 SAFETY INTEGRATION PLANNING OVERVIEW	6-4
6.3.1 Purpose and Topics of the Safety Integration Plans	6-4
6.3.2 Operating Practices, Rules, and Procedures	6-5
6.3.3 Dispatching	6-5
6.3.4 Signals, Communications, and Train Control	6-6
6.3.5 Motive Power and Equipment	6-6
6.3.6 Track and Structures	6-7
6.3.7 Hazardous Materials Transport and Handling	6-7
6.3.8 Passenger Service	6-8
6.3.9 Overall Safety Management Process	6-8
6.3.10 Planning and Scheduling	6-8
6.3.11 Staffing and Workload	6-9
6.3.12 Training	6-9
6.3.13 Implementation Monitoring and Feedback	6-9
6.3.14 Corporate Culture's Safety Implications	6-10
6.3.15 Information Technology	6-10
6.4 SUMMARY OF COMMENTS REGARDING SAFETY INTEGRATION PLANS	6-11
6.4.1 U.S. Department of Transportation	6-11
6.4.2 State and Local Government	6-12
6.4.3 Non-Applicant Railroads	6-13
6.4.4 Labor Unions	6-13
6.4.5 Shippers and Other Parties	6-14
6.4.6 CSX and NS	6-15
6.5 SEA'S CONCLUSIONS	6-16
6.5.1 Responses to Comments	6-16
6.5.2 Recommended Conditions	6-19
6.6 MEMORANDUM OF UNDERSTANDING (MOU)	6-20
 GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	 Guide-1
 GLOSSARY OF TERMS	 Glossary-1
 LIST OF ACRONYMS AND ABBREVIATIONS	 Acronyms-1

Volume 4 Continued

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 5

GUIDE TO VOLUME 5

CONTENTS OF CHAPTER 7	7-i
------------------------------------	------------

CHAPTER 7: RECOMMENDED ENVIRONMENTAL CONDITIONS	7-1
--	------------

7.1 OVERVIEW	7-1
7.1.1 Broad Geographic Scope of the Proposed Conrail Acquisition	7-3
7.1.2 Number of Concerned Communities	7-3
7.1.3 Variety of Environmental Issues	7-4
7.1.4 Importance of Safety	7-5
7.1.5 Importance of Safety Integration Planning	7-5
7.1.6 Accommodation of Freight Rail and Passenger Rail Service on the Same Rail Line	7-6
7.1.7 Concerns About Environmental Justice	7-6
7.1.8 The Scope of the Board's Jurisdiction to Impose Mitigation	7-7
7.1.9 SEA's Conclusions	7-8
7.2 FINAL RECOMMENDED ENVIRONMENTAL CONDITIONS	7-10
7.2.1 Final Recommended General Conditions	7-12
7.2.2 Final Recommended Regional Environmental Conditions	7-16
7.2.3 Final Recommended Local or Site-specific Environmental Conditions	7-25
7.2.4 Final Recommended Environmental Conditions for Proposed Constructions and Abandonments	7-56
7.3 RECOMMENDED SAFETY INTEGRATION CONDITIONS	7-60
7.4 RECOMMENDED MONITORING AND ENFORCEMENT	7-60

TABLES

7-1 Final Recommended Conditions by State	7-11
---	------

ATTACHMENTS

7-A Best Management Practices for Recommended Environmental Conditions Nos. 68 and 69	7-61
--	------

Volume 5 Continued

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
GLOSSARY OF TERMS	Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i

VOLUME 6A

GUIDE TO VOLUME 6A

LIST OF APPENDICES	Appendices-i
APPENDIX A: COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT	A-1

TABLES

A-1	Comments Received on the Draft EIS	A-3
A-2	Comments Received on SEA's Additional Hazardous Materials Transport and Noise Analysis	A-613
A-3	Comment Documents Received between Publication of the Final Scope and Service of the Draft EIS	A-615
A-4	Comments Received after Close of Comment Period	A-619

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
GLOSSARY OF TERMS	Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i

VOLUME 6B

GUIDE TO VOLUME 6B

LIST OF APPENDICES	Appendices-i
---------------------------------	---------------------

Volume 6B Continued

APPENDIX B: DRAFT ENVIRONMENTAL IMPACT STATEMENT

CORRECTION LETTER, ERRATA, SUPPLEMENTAL ERRATA AND ADDITIONAL ENVIRONMENTAL INFORMATION, AND BOARD NOTICES TO PARTIES OF RECORD	B-1
Draft Environmental Impact Statement Correction Letter	B-5
Draft Environmental Impact Statement Errata	B-13
Draft Environmental Impact Statement Supplemental Errata	B-41
Draft Environmental Impact Statement Additional Environmental Information	B-79

TABLES

B-1	Distribution of the Correction Letter, Errata, and Supplemental Errata	B-2
B-2	Distribution of the Additional Environmental Information	B-3

APPENDIX C: SETTLEMENT AGREEMENTS AND NEGOTIATED

AGREEMENTS	C-1
C.1 SETTLEMENT AGREEMENTS	C-1
C.1.1 CSX	C-3
C.1.2 NS	C-3
C.2 NEGOTIATED AGREEMENTS	C-4
C.2.1 CSX	C-4
C.2.2 NS	C-5
C.2.3 CSX and NS	C-5

ATTACHMENTS

C-1	SEA Letter Requesting That NS and CSX Provide a Verified Statement or a Supplemental Environmental Report for Settlement Agreements (February 13, 1998)	C-7
C-2	SEA Letter Requesting Copies of all Settlement Agreements That CSX and NS Have Reached with Other Railroads or Organizations (March 27, 1998)	C-11
C-3	Verified Statement of John H. Friedmann, Strategic Planning Director, NS	C-17
C-4	Supplemental Environmental Report of NS Regarding Settlement Agreement with Indiana & Ohio Rail System	C-27
C-5	Verified Statement of William M. Hart, Vice President of Corporate Development, CSX	C-35

APPENDIX D: AGENCY CONSULTATION	D-1
Agency Letters	D-17

TABLES

D-1	Consultation With Agencies	D-1
-----	----------------------------------	-----

Volume 6B Continued

APPENDIX E: SAFETY: HIGHWAY/RAIL AT-GRADE CROSSING SAFETY

ANALYSIS	E-1
-----------------------	------------

ATTACHMENTS

E-1	Illinois Highway/Rail At-grade Crossing Accident Frequency	E-3
E-2	Indiana Highway/Rail At-grade Crossing Accident Frequency	E-9
E-3	Maryland Highway/Rail At-grade Crossing Accident Frequency	E-23
E-4	Michigan Highway/Rail At-grade Crossing Accident Frequency	E-27
E-5	New York Highway/Rail At-grade Crossing Accident Frequency	E-31
E-6	Ohio Highway/Rail At-grade Crossing Accident Frequency	E-35
E-7	Pennsylvania Highway/Rail At-grade Crossing Accident Frequency	E-61
E-8	Virginia Highway/Rail At-grade Crossing Accident Frequency	E-67
E-9	West Virginia Highway/Rail At-grade Crossing Accident Frequency	E-73

APPENDIX F: SAFETY: HAZARDOUS MATERIALS TRANSPORT

ANALYSIS	F-1
-----------------------	------------

ATTACHMENTS

F-1	Comparison of CSX Hazardous Materials Transport Data Used in the Draft EIS and Final EIS	F-3
F-2	All Rail Line Segments with a Projected Increase in Hazardous Materials Transported	F-11
F-3	New Key Route and Major Key Route Rail Line Segments	F-17
F-4	Accident Predictions for Rail Line Segments with a Projected Increase in Hazardous Materials Transported	F-21

APPENDIX G: TRANSPORTATION: HIGHWAY/RAIL AT-GRADE

CROSSING TRAFFIC DELAY ANALYSIS	G-1
--	------------

G.1	REVISED ANALYSES WITH REFINED DATA	G-1
-----	--	-----

G.2	ADDITIONAL ANALYSES IN RESPONSE TO PUBLIC COMMENTS	G-2
-----	---	-----

G.2.1	Emergency Response Vehicle Delay	G-2
-------	--	-----

G.2.2	Fostoria, Ohio	G-5
-------	----------------------	-----

G.2.3	Corridor Analysis	G-8
-------	-------------------------	-----

FIGURES

G-1	Fostoria Area	G-6
-----	---------------------	-----

ATTACHMENTS

G-1	Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-11
-----	---	------

Volume 6B Continued

G-2	Rail Line Segment C-065 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-21
G-3	Rail Line Segments C-070, C-228 and C-229 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-25
G-4	Rail Line Segments C-066 and C-206 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-29
G-5	Rail Line Segments N-077 and N-303 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-33
G-6	Rail Line Segments N-080 and C-467 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-37
G-7	Rail Line Segments N-073 and N-085 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-43
G-8	Rail Line Segment N-079 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-47
G-9	Rail Line Segment N-476 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-51
G-10	Rail Line Segment C-061 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-55
G-11	Rail Line Segment C-046 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-59

APPENDIX H: TRANSPORTATION: ROADWAY SYSTEMS ANALYSIS H-1

H.1	NEW YORK CITY/NORTHERN NEW JERSEY METROPOLITAN AREA	H-1
H.1.1	Existing Transportation Environment	H-3
H.1.2	The Applicants' Proposed Operations	H-7
H.1.3	Conditions Proposed in the Metropolitan Area by Parties of Record	H-9
H.1.4	Draft EIS Analysis of Changes Related to the Proposed Conrail Acquisition in Northern New Jersey and in the New York Metropolitan Area	H-12
H.1.5	Analysis of Truck Movement Effects within the Metropolitan Area Regional Highway System	H-14
H.2	NS PROPOSED SANDUSKY INTERMODAL FACILITY	H-19
H.3	PHILADELPHIA AREA INTERMODAL FACILITIES	H-21
H.3.1	Proposed NS AmeriPort/South Philadelphia Intermodal Facility	H-24
H.3.2	Revised Analysis for NS Morrisville Intermodal Facility	H-25

Volume 6B Continued

FIGURES

H-1	Proposed Transportation Routes - Metropolitan New York City Area and Southern New England	H-2
H-2A	Metropolitan New York City Area Major Transportation Facilities and Truck Routes	H-4
H-2B	Metropolitan New York City Area Major Transportation Facilities and Truck Routes	H-5
H-3	Metropolitan New York City Area Maximum Potential Truck Route Shifts ...	H-18
H-4	NS - Sandusky Triple Crown Services Facility	H-20
H-5	CSX and NS South Philadelphia Intermodal Facilities	H-22

TABLES

H-1	Tractor-trailers (Heavy Trucks) Average Daily Traffic (ADT), Eastbound	H-7
H-2	Metropolitan Area and Southern New England Commentor List	H-10
H-3	Increased Trucks at Intermodal Facilities in the Proposed North Jersey Shared Assets Area	H-13
H-4	Effects of Potential Truck Trip Shifts from Tappan Zee Bridge to George Washington Bridge on Average Daily Traffic	H-17
H-5	Increased Truck Activity Associated With Proposed Sandusky Intermodal Facility	H-19
H-6	Increased Truck Activity Associated With Proposed NS AmeriPort/South Philadelphia Intermodal Facility	H-25
H-7	Traffic Analysis Summary for Morrisville Intermodal Facility	H-26

APPENDIX I: AIR QUALITY ANALYSIS	I-1
I.1 EMISSIONS ANALYSES	I-1
I.1.1 Additional and Revised Emissions Analyses	I-3
I.1.2 Additional Emissions Analysis Associated With Increased Traffic from Inconsistent and Responsive Applications and Settlement Agreements	I-9
I.2 ADDITIONAL ANALYSES IN RESPONSE TO COMMENTS	I-13
I.2.1 Projected Cumulative Changes in Nitrogen Oxides Emissions	I-13
I.2.2 Potential Ambient Carbon Monoxide Concentrations Due to Motor Vehicle Delays at Highway/Rail At-grade Crossings	I-15
I.2.3 Potential Ambient Air Pollutant Concentrations Due to Diesel Locomotive Exhaust Emissions from Stopped Trains	I-17
I.2.4 Potential Ambient Air Pollutant Concentrations Due to Emissions from Diesel Locomotives on Rail Line Segments	I-20
I.2.5 Potential Health Effects of Toxic Air Pollutants in Diesel Locomotive Exhaust Emissions	I-25

Volume 6B Continued

TABLES

I-1	County/Jurisdiction Emissions Screening Levels	I-2
I-2	Butler County, Ohio Annual Nitrogen Oxides Emissions Summary	I-4
I-3	Hamilton County, Ohio Annual Nitrogen Oxides Emissions Summary	I-5
I-4	Ottawa County, Ohio Annual Nitrogen Oxides Emissions Summary	I-6
I-5	Wayne County, Michigan Annual Nitrogen Oxides Emissions Summary	I-7
I-6	Estimated Increases in Emissions in Albany County	I-10
I-7	Estimated Increases in Emissions in Rensselaer County	I-10
I-8	Vanderburgh County Annual Nitrogen Oxides Emissions Summary	I-11
I-9	Estimated Increases in Emissions in Counties Affected by Louisville and Indiana Railroad Settlement	I-12
I-10	Carbon Monoxide Modeling Input Values and Results for Highway/Rail At-grade Crossings	I-16
I-11	Modeling Input Values for Analysis of Stopped, Idling Locomotives	I-19
I-12	Maximum Concentrations of Criteria Pollutants Due to Stopped, Idling Diesel Locomotives	I-20
I-13	Modeling Input Values For Analysis of Locomotives on Rail Line Segments ...	I-21
I-14	Maximum Concentrations of Criteria Pollutants Due to 153 Locomotive Passbys/Day Compared to EPA Significance Levels and NAAQS	I-24

ATTACHMENTS

I-1	Cumulative Nitrogen Oxides Emissions Changes Due to Proposed Conrail Acquisition and EPA Locomotive Rules	I-31
I-2	Charts Showing Cumulative Nitrogen Oxides (NO _x) Emissions Changes Due to Proposed Conrail Acquisition and EPA Locomotive Rules	I-35
I-3	Maximum Concentrations of Diesel Particulates and Organic Substances and Comparison to Health Criteria for 153 Diesel Locomotive Passbys Per Day	I-45
I-4	Maximum Calculated Concentrations of Diesel Particulates and Organic Substances Due to Locomotives and Comparison to Health Criteria for 73 Locomotive Passbys Per Day	I-49

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

Volume 6C Continued

VOLUME 6C

GUIDE TO VOLUME 6C

LIST OF APPENDICES Appendices-i

APPENDIX J: NOISE ANALYSIS	J-1
J.1 DEFINITION OF RAILROAD NOISE	J-1
J.2 SCREENING PROCESS	J-1
J.3 MODELING	J-2
J.3.1 Geographic Information System-based Noise Model	J-2
J.3.2 Reference Sound Exposure Level Values	J-3
J.3.3 Parallel Rail Line Segments	J-4
J.3.4 Wayside Noise at Highway/Rail At-grade Crossings	J-4
J.4 QUALITY ASSURANCE/QUALITY CONTROL	J-4
J.5 RESULTS	J-4
J.6 NOISE MITIGATION	J-5
J.6.1 Noise Mitigation Criteria	J-5
J.6.2 Noise Mitigation Analysis	J-6
J.6.3 Mitigation Analysis Results	J-6

TABLES

J-1 Reference Sound Exposure Level Values (dBA)	J-3
J-2 Receptors That Meet Wayside Noise Mitigation Criteria	J-7

ATTACHMENTS

J-1 Noise Impact Analysis Quality Assurance Checklist	J-9
J-2 Sensitive Receptor Counts for Rail Line Segments That Meet the Board's Thresholds for Noise Analysis	J-13
J-3 Sensitive Receptor Counts for Intermodal Facilities and Rail Yards That Meet the Board's Thresholds for Noise Analysis	J-17
J-4 Noise Contour Maps Showing Receptors That Meet the Noise Mitigation Criteria	J-21

APPENDIX K: CULTURAL RESOURCES ANALYSIS	K-1
K.1 RANDOLPH STREET GRADE SEPARATION	K-1
K.2 SOUTH BEND-TO-DILLON JUNCTION ABANDONMENT	K-2
K.3 PARIS-TO-DANVILLE ABANDONMENT	K-2

APPENDIX L: NATURAL RESOURCES ANALYSIS	L-1
L.1 NATURAL RESOURCES ASSESSMENT	L-1
L.1.1 Analysis Presented in the Draft EIS	L-2

Volume 6C Continued

L.1.2	Natural Resources Assessment Conclusions	L-4
L.2	STORMWATER IMPACTS ASSESSMENT	L-4
L.3	HAZARDOUS MATERIALS ASSESSMENT	L-6
L.3.1	Chemical Migration	L-7
L.3.2	Risk Potential for Hazardous Materials Transport	L-9
L.3.3	Mitigation for Potential Releases	L-9
L.3.4	Hazardous Materials Assessment Conclusions	L-11

TABLES

L-1	Potential Effects of a Chemical Release	L-8
L-2	Top 10 Hazardous Chemicals and Petroleum Products Transported	L-8

ATTACHMENTS

L-1	Failure Mode and Effects Analysis (FMEA)	L-13
-----	--	------

APPENDIX M: ENVIRONMENTAL JUSTICE ANALYSIS M-1

M.1	BACKGROUND INFORMATION	M-1
M.1.1	Summary of Draft EIS Environmental Justice Analysis Methodology and Conclusions	M-2
M.1.2	Public Comments and SEA Response	M-3
M.2	METHODOLOGY	M-3
M.2.1	Identifying the Potential Health and Environmental Effects	M-4
M.2.2	Determining Whether Potential Effects Might Occur in Minority and Low-income Populations	M-4
M.2.3	Assessing Whether Potential Effects are "High" and "Adverse"	M-6
M.2.4	Determining Whether Potentially High and Adverse Effects Are Disproportionate	M-7
M.3	QUANTITATIVE RESULTS	M-14
M.4	DETERMINING APPROPRIATE MITIGATION MEASURES TO AVOID OR REDUCE DISPROPORTIONATE EFFECTS	M-17
M.5	ADDITIONAL OR TAILORED MITIGATION TO ADDRESS DISPROPORTIONATELY HIGH AND ADVERSE IMPACTS ON MINORITY AND LOW-INCOME POPULATIONS	M-17

TABLES

M-1	Premitigation Noise Level Scores	M-9
M-2	Premitigation Increase in Noise Level Scores	M-9
M-3	Premitigation Hazardous Materials Transport Scores	M-10
M-4	Premitigation Increase in Hazardous Materials Transport Scores	M-10
M-5	Route Designation Scores	M-11

Volume 6C Continued

M-6	Premitigation Highway/Rail At-grade Crossing Safety and Traffic Delay Scores	M-12
M-7	Areas of Potential Effect with Disproportionately High and Adverse Effects on Minority and Low-income Populations by Rail Line Segment (Premitigation)	M-15
M-8	Proposed Tailored or Additional Mitigation for Areas of Potential Effect with Disproportionately High and Adverse Effects on Minority and Low-income Populations	M-19

ATTACHMENTS

M-1	Environmental Justice Summary for Intermodal Facilities	M-21
M-2	Summary of Areas of Potential Effect for the System and Each State	M-25
M-3	Summary of Number of Environmental Justice, Nonenvironmental Justice, and Total Block Groups in Each County	M-29
M-4	Summary of Noise Scoring by State	M-39
M-5	Summary of Noise Scoring by County	M-43
M-6	Summary of Hazardous Materials Scoring by State	M-51
M-7	Summary of Hazardous Materials Scoring by County	M-55
M-8	Summary of Safety and Delay Scoring by State	M-63
M-9	Summary of Safety and Delay Scoring by County	M-67
M-10	Environmental and Nonenvironmental Justice Communities with High and Adverse Multiple Impacts	M-75
M-11	Summary of MRS Scoring at State Level	M-83
M-12	Summary of MRS Scoring at County Level	M-87
M-13	Pre-Mitigation Test Results and Conclusions for SEA's Threshold Segments ..	M-97
M-14	Pre-Mitigation Test Results and Conclusions for SEA's State Analysis	M-101
M-15	Pre-Mitigation Test Results and Conclusions for SEA's County Analysis	M-105
M-16	Map of Environmental Justice County Groupings	M-109
M-17	Pre-Mitigation Test Results and Conclusions for Cleveland, Lafayette, and Erie Alternatives	M-113

APPENDIX N: COMMUNITY EVALUATIONS	N-1
N.1 CLEVELAND, OHIO	N-1
N.1.1 Definition of Study Area	N-4
N.1.2 Alternative Actions Considered	N-8
N.1.2.1 Alternative 1: Application Base Case Alternative Examined in the Draft EIS	N-8
N.1.2.2 Alternative 2: NS Cloggsville Alternative Offered by NS as Mitigation of Impacts to West Shore Communities	N-12
N.1.2.3 Alternatives Offered by the City of Cleveland	N-16

Volume 6C Continued

N.1.2.4	Alternatives Developed by SEA for Consideration ...	N-24
N.1.2.5	Overview Comparison of Train Traffic in the Seven Alternatives	N-37
N.1.2.6	Additional Improvements	N-38
N.1.2.7	Discretionary Stand-Alone Improvements in the Greater Cleveland Area	N-39
N.1.2.8	Alternatives Considered and Rejected from Further Study	N-40
N.1.2.9	Proposal to Establish a Neutral Independent Railroad Operating Entity to Serve Northeastern Ohio	N-40
N.1.3	Potential Environmental Impacts of the Alternative Actions and Recommended Mitigation	N-44
N.1.3.1	Safety: Highway/Rail At-grade Crossings	N-44
N.1.3.2	Safety: Hazardous Materials Transport	N-46
N.1.3.3	Safety: Passenger Rail Operations	N-50
N.1.3.4	Safety: Freight Rail Operations	N-51
N.1.3.5	Transportation: Passenger Rail Service	N-52
N.1.3.6	Transportation: Highway/Rail At-grade Crossing Delay	N-53
N.1.3.7	Transportation: Roadway Systems	N-57
N.1.3.8	Transportation: Navigation	N-57
N.1.3.9	Energy	N-60
N.1.3.10	Air Quality	N-61
N.1.3.11	Noise	N-64
N.1.3.12	Cultural Resources	N-65
N.1.3.13	Hazardous Waste Sites	N-73
N.1.3.14	Natural Resources	N-87
N.1.3.15	Land Use and Socioeconomics	N-94
N.1.3.16	Environmental Justice	N-96
N.1.3.17	Cumulative Effects	N-101
N.1.3.18	Project Construction Cost	N-102
N.1.3.19	Inconsistent and Responsive Applications and Comments and Requests for Conditions	N-103
N.1.4	Summary of Differences Among Alternatives	N-103
N.1.5	Comparisons and SEA Recommendations	N-113
N.1.5.1	SEA's Conclusion Regarding Greater Cleveland Area Alternatives	N-114
N.1.5.2	SEA's Recommended Environmental Conditions For the Greater Cleveland Area	N-114
N.2	FOUR CITY CONSORTIUM AREA, INDIANA	N-118
N.2.1	Background	N-118

Volume 6C Continued

	N.2.2. The Four City Consortium Alternative Routing Plan	N-122
	N.2.3 Evaluation of the Alternative Routing Plan Proposed by the Four City Consortium and CSX Operating Plan	N-123
	N.2.4 Summary	N-127
N.3	ERIE, PENNSYLVANIA	N-127
	N.3.1 Description of Existing Environment	N-128
	N.3.2 Changes Resulting from the Proposed Conrail Acquisition ...	N-128
	N.3.3 Potential Environmental Impacts and Recommended Mitigation	N-129
	N.3.3.1 Safety: Highway/Rail At-grade Crossings	N-129
	N.3.3.2 Safety: Hazardous Materials Transport	N-134
	N.3.3.3 Safety: Freight Rail Operations	N-135
	N.3.3.4 Transportation: Highway/Rail At-grade Crossing Delay	N-136
	N.3.3.5 Energy	N-138
	N.3.3.6 Air Quality	N-139
	N.3.3.7 Noise	N-139
	N.3.3.8 Cultural Resources	N-140
	N.3.3.9 Hazardous Waste Sites	N-140
	N.3.3.10 Natural Resources Analysis	N-144
	N.3.3.11 Land Use and Socioeconomics	N-146
	N.3.3.12 Environmental Justice	N-146
N.4	LAFAYETTE, INDIANA	N-147
	N.4.1 Description of Existing Environment	N-148
	N.4.2 Changes Resulting from the Proposed Conrail Acquisition ...	N-148
	N.4.3 Environmental Analysis Methods	N-149
	N.4.3.1 Safety: Highway/Rail At-grade Crossings	N-150
	N.4.3.2 Safety: Hazardous Materials Transport	N-154
	N.4.3.3 Safety: Freight Rail Operations	N-155
	N.4.3.4 Transportation: Highway/Rail At-grade Crossing Delay	N-156
	N.4.3.5 Air Quality	N-158
	N.4.3.6 Noise	N-159
	N.4.3.7 Environmental Justice	N-159

FIGURES

N-1	Cleveland Area Alternative Rail Line Segment Index	N-5
N-2	Cleveland Area Alternative 1 - Base Application	N-9
N-3	Cleveland Area Alternative 2 - NS Cloggsville	N-13
N-4	Cleveland Area Alternative 3 - Cleveland Flip Plan No. 1	N-17

Volume 6C Continued

N-5	Cleveland Area Alternative 4 - Cleveland Flip Plan No. 2	N-22
N-6	Cleveland Area Alternative 5 - Wickliffe Flyover	N-26
N-7	Cleveland Area Alternative 6 - Wickliffe Flyover with Erie Connection	N-30
N-8	Cleveland Area Alternative 7 - Cleveland Reverse Curve	N-34
N-9A	Four City Consortium Area - Indiana	N-120
N-9B	Four City Consortium Area - Indiana	N-121
N-10A	Erie NS Realignment	N-130
N-10B	Erie NS Realignment	N-131
N-11	Lafayette Railroad Relocation Project	N-151

TABLES

N-1	Comparison of Rail Line Segments Studied in Draft EIS With Rail Line Segments Studied in the Cleveland-area Alternatives Mitigation Study	N-6
N-2	Rail Line Segments Affected by Alternative 1 Application Base	N-10
N-3	Rail Line Segments Affected by Alternative 2 NS Cloggsville	N-14
N-4	Rail Line Segments Affected by Alternative 3 Cleveland Flip Plan #1	N-18
N-5	Rail Line Segments Affected by Alternative 4 Cleveland Flip Plan #2	N-23
N-6	Rail Line Segments Affected by Alternative 5 Wickliffe Rail/Rail Flyover ...	N-27
N-7	Rail Line Segments Affected by Alternative 6 Wickliffe Rail/Rail Flyover with Erie Line Rehabilitation	N-31
N-8	Affected Rail Line Segments in Alternative 7 SEA Revision of Cleveland Reverse Curve Alternative	N-35
N-9	Comparison of Train Traffic for the Seven Cleveland-area Alternatives	N-37
N-10	Predicted Aggregate Rate of Accidents per Year at 86 Intersections in the Greater Cleveland Area	N-45
N-11	Annual Hazardous Materials Carloads Transported Through Selected Residential Areas	N-47
N-12	Hazardous Materials Transport "Exposure Effect"	N-48
N-13	Supplemental Train Defect Detection	N-49
N-14	Predicted Aggregate Measures of Highway/rail At-grade Crossing Delay at 86 Intersections in the Greater Cleveland Area	N-55
N-15	Train Levels on Rail Line Segments with Movable Bridges Before and After the Proposed Conrail Acquisition	N-59
N-16	Sensitive Receptor Counts for Alternatives	N-65
N-17	Sites Evaluated for Cultural Resources and Alternatives Associated with Those Sites	N-67
N-18	Acronyms, Abbreviations, and Names of Resources in EDR Database	N-74
N-19	Sites Evaluated for Hazardous Materials and Alternatives Associated with Those Sites	N-75
N-20	Sites Reported by EDR for the Berea Area	N-76

Volume 6C Continued

N-21	Sites Reported by EDR for the Cloggsville Area	N-78
N-22	Sites Reported by EDR for the Wickliffe Rail/Rail Flyover Area	N-79
N-23	Sites Reported by EDR for the Erie Connection Area	N-80
N-24	Sites Reported by EDR for the Rockport Yard Area	N-83
N-25	Known Hazardous Waste Sites or Related Environmental Concerns	N-83
N-26	Sites Evaluated for Natural Resources and Alternatives Associated with Those Sites	N-90
N-27	Cleveland Area Mitigation Alternatives Environmental Justice Impacts (Cuyahoga County, Pre-mitigation)	N-100
N-28	Estimated Cost to Implement Study Alternatives	N-102
N-29	Comparison of Alternative Routes in the Greater Cleveland Area— Implementation and Operational Issues	N-104
N-30	Train Traffic Through Selected Cleveland Residential Areas	N-107
N-31	Rail Line Segments in Four City Consortium Area	N-119
N-32	Input Values Used to Analyze Traffic Changes for the Proposed Conrail Acquisition in Erie, Pennsylvania	N-129
N-33	Aggregate Predicted Rate of Accidents per Year at 25 Intersections in Erie, Pennsylvania	N-133
N-34	Predicted Accidents per Year at Highway/Rail At-grade Crossings That Warrant Safety Mitigation in Erie, Pennsylvania	N-133
N-35	Accident Predictions for Hazardous Materials Transport Along Rail Line Segments in Erie, Pennsylvania	N-135
N-36	Accident Predictions for Rail Line Segments Erie, Pennsylvania	N-136
N-37	Predicted Aggregate Measures of Highway/Rail At-grade Crossing Delay at 25 Intersections in Erie, Pennsylvania	N-138
N-38	Sites Reported by EDR for West Erie	N-141
N-39	Sites Reported by EDR for East Erie	N-143
N-40	Input Values Used to Analyze Traffic Changes for the Proposed Conrail Acquisition in Lafayette, Indiana	N-149
N-41	Predicted Aggregate Rate of Accidents per Year at 39 Intersections in Lafayette, Indiana	N-152
N-42	Predicted Accidents per Year at 15 Highway/Rail At-grade Crossings That Warrant Safety Mitigation in Lafayette, Indiana	N-153
N-43	Mitigation for Highway/Rail At-grade Crossings Warranting Safety Mitigation in Lafayette, Indiana	N-153
N-44	Accident Predictions for Hazardous Materials Transport Along Rail Line Segments in Lafayette, Indiana	N-155
N-45	Accident Predictions for Rail Line Segments, Lafayette, Indiana	N-156
N-46	Predicted Aggregate Measures of Highway/Rail At-grade Crossing Delay at 39 Intersections in Lafayette, Indiana	N-158

Volume 6C Continued

ATTACHMENTS

N-1	Highway/Rail At-grade Crossing Accident Frequency Erie, Pennsylvania	N-161
N-2A	Highway/Rail At-grade Crossing Vehicle Delay and Queues Erie, Pennsylvania	N-165
N-2B	Highway/Rail At-grade Crossing Vehicle Delay and Queues Erie, Pennsylvania	N-169
N-3	Sensitive Receptor Counts for Alternative Rail Line Segments Erie, Pennsylvania	N-173
N-4	Highway/Rail At-grade Crossing Accident Frequency Lafayette, Indiana	N-177
N-5	Highway/Rail At-grade Crossing Summary of Vehicle Delay Lafayette, Indiana	N-181
N-6A	Highway/Rail At-grade Crossing Vehicle Delay and Queues Lafayette, Indiana	N-185
N-6B	Highway/Rail At-grade Crossing Vehicle Delay and Queues Lafayette, Indiana	N-189
N-7	Sensitive Receptor Counts for Alternative Rail Line Segments Lafayette, Indiana	N-193

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 6D

GUIDE TO VOLUME 6D

LIST OF APPENDICES	Appendices-i
---------------------------------	---------------------

APPENDIX O: EPA RULES ON LOCOMOTIVE EMISSIONS	O-1
--	------------

ATTACHMENTS

O-1	EPA Fact Sheet "Final Emissions Standards for Locomotives and Locomotive Engines" (December 1997)	O-3
O-2	EPA Fact Sheet "Emission Factors for Locomotives" (December 1997)	O-11

Volume 6D Continued

APPENDIX P: SEA'S BEST MANAGEMENT PRACTICES FOR CONSTRUCTION AND ABANDONMENT ACTIVITIES	P-1
APPENDIX Q: EXAMPLE PUBLIC OUTREACH MATERIALS	Q-1
Press Release, Newspaper Notice, and the Federal Register Notice	Q-3
The Notification Post Card, and Sample Letters to Congressional Representatives and Consultation Communities	Q-17
Fact Sheets and Accompanying Cover Letter, and Public Service Announcements for Environmental Justice Communities	Q-27
Outreach Strategies for Environmental Justice Communities	Q-81
Letter to Reference Librarian	Q-93
Letters to Native American Tribes and Bureau of Indian Affairs	Q-97
Acknowledgment Receipt Letter	Q-105
Information Letter Regarding Potential Effects of the Proposed Conrail Acquisition on Historic Properties in Ohio	Q-109
A Newspaper Notice for Additional Environmental Justice Communities and the Federal Register Notice for Additional Environmental Analysis	Q-113
Public Service Announcement and Cover Letter for Additional Environmental Justice Communities	Q-121
Letter to Interested Parties in Additional Environmental Justice Communities	Q-127
Outreach Strategies for Additional Environmental Justice Communities	Q-131
Letter to Reference Librarian in Additional Environmental Justice Communities	Q-205
Letter to Mayors and County Administrators in Additional Environmental Justice Communities	Q-209
Follow-up Letter to County Administrators in Consultation Communities ...	Q-215
APPENDIX R: ALL RELEVANT BOARD DECISIONS	R-1
Board Decision No. 6	R-3
Board Decision No. 9	R-19
Board Decision No. 12	R-33
Board Decision No. 52	R-73
Board Decision No. 54	R-79
Board Decision (Sub-No. 1)	R-95
Board Decision No. 71	R-125
Board Decision No. 73	R-129
Board Decision No. 75	R-133

Volume 6D Continued

APPENDIX S: INDEX FOR THE DRAFT ENVIRONMENTAL IMPACT

STATEMENT (Draft EIS)	S-1
DRAFT EIS EXECUTIVE SUMMARY	S-1
DRAFT EIS VOLUME 1	S-7
DRAFT EIS VOLUME 2	S-17
DRAFT EIS VOLUME 3A	S-19
DRAFT EIS VOLUME 3B	S-33
DRAFT EIS VOLUME 4	S-47
DRAFT EIS VOLUME 5A, 5B, AND 5C	S-53
DRAFT EIS VOLUME 6	S-55

APPENDIX T: FINAL ENVIRONMENTAL IMPACT STATEMENT RAIL

LINE SEGMENTS	T-1
----------------------------	------------

ATTACHMENTS

T-1 Master Rail Line Segment Table	T-1
---	------------

APPENDIX U: LIST OF PREPARERS **U-1**

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT **Guide-1**

GLOSSARY OF TERMS **Glossary-1**

LIST OF ACRONYMS AND ABBREVIATIONS **Acronyms-1**

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT **i**

VOLUME 7

ADDENDUM **AD-1**

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT **Guide-1**

GLOSSARY OF TERMS **Glossary-1**

LIST OF ACRONYMS AND ABBREVIATIONS **Acronyms-1**

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT **i**

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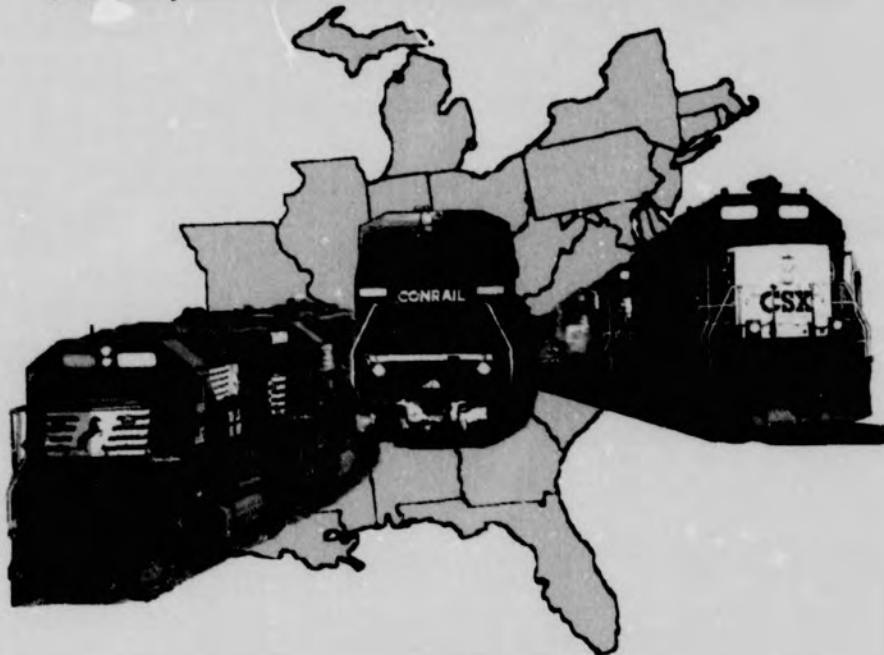
FINAL ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

**CSX Corporation and CSX Transportation, Inc.
Norfolk Southern Corporation and
Norfolk Southern Railway Company**

**Control and Operating Leases/Agreements
Conrail, Inc. and Consolidated Rail Corporation**



VOLUME 1

- Chapter 1: Introduction and Background**
- Chapter 2: Scope of the Environmental Analysis**
- Chapter 3: Agency Coordination and Public Outreach**

prepared by:

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GUIDE TO VOLUME 1

Volume 1 of the Proposed Conrail Acquisition Final EIS contains the following items:

- Contents of Chapter 1.
- Chapter 1, "Introduction and Background."
- Contents of Chapter 2.
- Chapter 2, "Scope of the Environmental Analysis."
- Contents Chapter 3.
- Chapter 3, "Agency Coordination and Public Outreach."
- Guide to the Final EIS.
- Glossary of Terms.
- List of Acronyms and Abbreviations.
- Contents of the Final EIS.

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CONTENTS

	Page
CHAPTER 1: INTRODUCTION AND BACKGROUND	1-1
1.1 INTRODUCTION	1-1
1.2 BACKGROUND OF THE JOINT APPLICATION TO ACQUIRE CONTROL OF CONRAIL	1-2
1.3 PURPOSE OF AND NEED FOR THE PROPOSED CONRAIL ACQUISITION	1-3
1.4 THE BOARD'S APPLICATION REVIEW PROCESS	1-3
1.4.1 Background on Railroad Regulation	1-6
1.4.2 Role of the Board in Reviewing Railroad Mergers and Acquisitions	1-7
1.4.3 SEA and Its Independent Third-party Contractors	1-15
1.4.4 Thresholds for Environmental Analysis	1-15
1.4.5 Analysis of Railroad Activities and Environmental Issues	1-17
1.5 THE PROPOSED ACTION AND ALTERNATIVES	1-19
1.5.1 Proposed Action	1-19
1.5.2 Alternatives	1-21
1.6 SEA'S PUBLIC OUTREACH ACTIVITIES	1-24
1.7 THE BOARD'S AND SEA'S ACTIVITIES SINCE THE DRAFT EIS	1-24
1.8 OVERVIEW OF PUBLIC COMMENTS	1-26
1.9 SAFETY INTEGRATION PLANS	1-27

FIGURES

1-1	Existing System - CSX, Norfolk Southern, and Conrail	1-4
1-2	Proposed System - CSX and Norfolk Southern	1-5
1-3	Surface Transportation Board's Decision Making Process for the Proposed Conrail Acquisition	1-11
1-4	Summary of Environmental Review Process	1-12

TABLES

1-1	Board's Procedural and SEA's Environmental Review Schedule	1-9
1-2	Surface Transportation Board Thresholds for Environmental Analysis	1-16

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CHAPTER 1

INTRODUCTION AND BACKGROUND

The Surface Transportation Board (the Board), Section of Environmental Analysis (SEA), prepared this Final Environmental Impact Statement (Final EIS) to identify and evaluate the potential environmental impacts of the CSX and NS proposal to acquire Conrail.¹ This Final EIS discusses SEA's environmental analysis; builds on the Draft EIS that SEA issued to the public on December 19, 1997; responds to public comments; provides updates, corrections, and additional analyses; and includes SEA's final environmental mitigation recommendations.

1.1 INTRODUCTION

The Board's decision to approve, approve with conditions, or disapprove the proposed Conrail Acquisition is a major Federal action requiring environmental review under the National Environmental Policy Act (NEPA). NEPA requires that the Board conduct and complete this environmental review process before issuing a final decision on the proposed Acquisition. SEA is responsible for conducting the environmental review process for the proposed Conrail Acquisition on behalf of the Board.

NEPA requires that a Federal agency prepare an EIS if the proposed action before it has the potential to cause significant environmental impacts. The Board determined that the proposed Conrail Acquisition warranted the preparation of an EIS.² The Board based this determination on the nature and scope of the environmental issues³ that would likely arise from the proposed Conrail Acquisition.

An EIS describes the proposed action and alternatives, presents analyses of the potential beneficial and adverse environmental impacts that would result from the proposed action, and recommends mitigation measures to avoid or reduce those potential significant adverse environmental impacts. This chapter provides information pertaining to the following:

¹ "Conrail" stands for "Conrail, Inc. and Consolidated Rail Corporation"; "CSX" stands for "CSX Corporation and CSX Transportation, Inc."; and "NS" stands for "Norfolk Southern Railway Company and Norfolk Southern Corporation."

² Board Decision No. 6, May 30, 1997.

³ For example, passenger rail and hazardous materials transport.

- General background information regarding CSX and NS's Application to the Board to acquire control of Conrail's assets and its basic railroad operations (the Application for the proposed Conrail Acquisition).
- The purpose of and need for the proposed action, as the Application defines them.
- The Application review process, including the role of the Board and SEA.
- The environmental review process for this Application, including a discussion of the Board's thresholds for environmental analysis.
- Alternatives to the proposed action, including modifications, conditions, and agreements.
- SEA's activities since its issuance of the Draft EIS.
- SEA's activities to involve the public in the environmental review process, followed by an overview of the public comments.
- SEA's approach to considering the Applicants' Safety Integration Plans.

1.2 BACKGROUND OF THE JOINT APPLICATION TO ACQUIRE CONTROL OF CONRAIL

On April 10, 1997, CSX and NS notified the Board of their intent to file a joint Application to acquire control of Conrail and divide between themselves the majority of Conrail's assets. CSX and NS would share ownership of certain Conrail railroad facilities that they refer to as Shared Assets Areas in Detroit, Michigan; northern New Jersey; and southern New Jersey/Philadelphia, Pennsylvania.

On June 23, 1997, CSX, NS, and Conrail filed their joint Application with the Board in Finance Docket No. 33388. The proposed Conrail Acquisition is a "major transaction" under the Board's regulations at 49 Code of Federal Regulations (CFR) Part 1180, which governs railroad mergers and acquisitions. The Board instituted a proceeding⁴ to consider whether to approve the proposed Conrail Acquisition and allow CSX and NS to implement their plans.

The Application included Operating Plans and an Environmental Report describing the physical and operational changes that would be associated with the proposed Conrail Acquisition and the potential environmental effects of those changes. The Applicants also provided the Board with corrected and supplemental environmental information during the preparation of this EIS. CSX and NS also provided comments on the Draft EIS.

⁴ Surface Transportation Board Finance Docket No. 33388 or Finance Docket No. 33388.

1.3 PURPOSE OF AND NEED FOR THE PROPOSED CONRAIL ACQUISITION

In their Application, CSX and NS state that the proposed Conrail Acquisition is intended to provide a more efficient rail transportation system in the eastern United States and to increase rail competition in the Northeast and Midwest. CSX and NS believe the proposed Acquisition would result in improved service to the public because railroad operations would be more efficient, responsive, and reliable. Other benefits CSX and NS claim include:

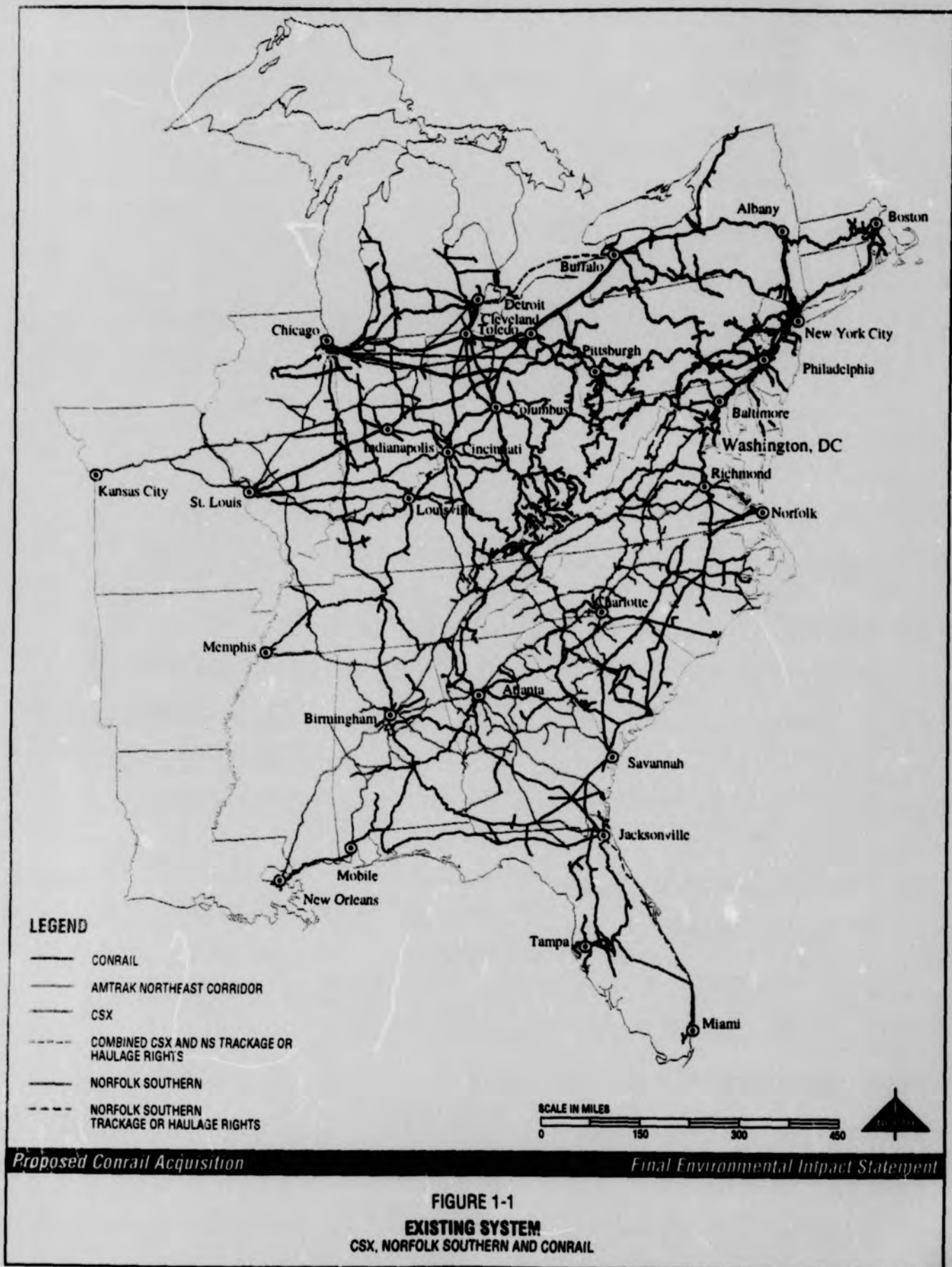
- Fewer trucks on the nation's highways each year and reduced highway congestion.
- Fewer truck-related highway accidents each year.
- Fewer rail accidents annually.
- Reduced air pollution.
- Safer hazardous materials transport.
- Annual fuel savings.
- Better market access.
- Increased global competitiveness.

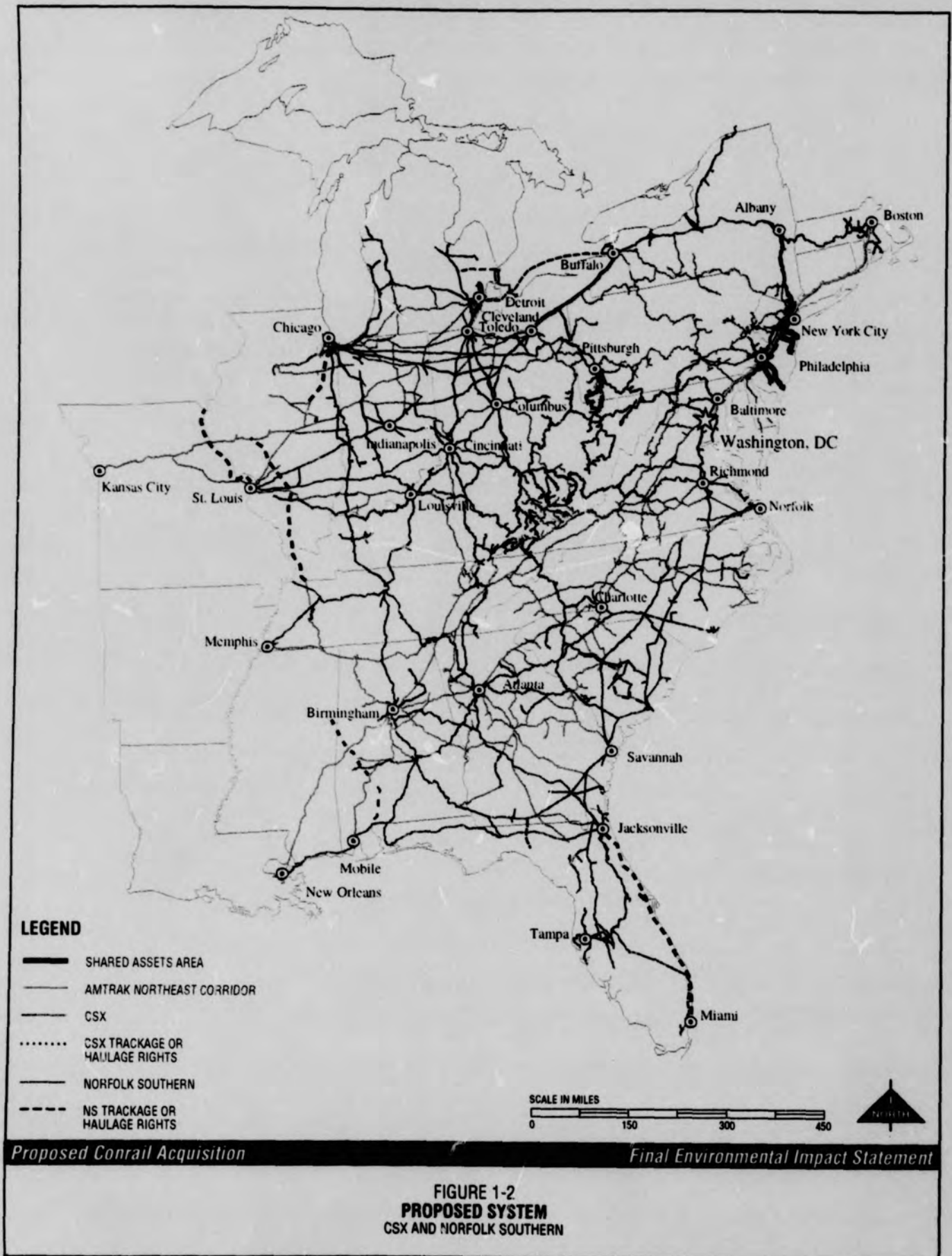
CSX and NS also maintain that a well-managed rail network, configured in response to market forces, would increase competitive options for shippers and yield substantial efficiencies and corresponding benefits to the shipping public. Specifically, CSX and NS indicate that they expect competition to continue in their existing areas of freight service and to increase in certain geographic areas in which Conrail is currently the only major railroad.

In addition, CSX and NS claim that the public benefits when railroads distribute their fixed costs (such as equipment or certain maintenance operations) over a broader traffic base because the per unit cost of shipping freight declines. They also assert that the proposed Acquisition would substantially reduce the costly and time-consuming transfer of freight between systems that now slows Conrail, CSX, and NS operations. Figure 1-1 shows the existing rail system, and Figure 1-2 shows the proposed rail system. Chapter 2, "Scope of the Environmental Analysis" describes the proposed Acquisition-related rail system changes.

1.4 THE BOARD'S APPLICATION REVIEW PROCESS

The Board's application review process reflects its direction from Congress and the limits of its jurisdiction. This section provides background on the Board's authority and limitations in acting on the proposed Conrail Acquisition, the role of the Board, the procedural schedule, and the Board's approach to environmental review.





1.4.1 Background on Railroad Regulation

In regulating railroad matters, the Board and the Federal Railroad Administration (FRA) have separate and unique responsibilities. This section describes their respective roles.

The Surface Transportation Board

The Board is a bipartisan, decisionally independent adjudicatory body, organizationally housed within the U.S. Department of Transportation (DOT). The Board has jurisdiction over rail rates, financial transactions including railroad acquisitions and consolidations, rail constructions, and abandonment of rail service.⁵ The Interstate Commerce Commission (ICC) Termination Act of 1995⁶ established the Board to assume some of the regulatory functions that the ICC previously administered. The Act either eliminated or transferred other ICC regulatory functions to different DOT agencies.

The Board's charge is to provide an efficient and effective forum for the resolution of disputes within its jurisdiction. In all of its decisions, the Board is committed to advancing the national transportation policy goals established by Congress.⁷

In 1920, Congress established a national policy favoring railroad consolidations in the interest of economy and efficiency. Congress reaffirmed its rail consolidation policy in subsequent amendments to the ICC Termination Act, and it recently required the Board to approve rail consolidation transactions that are in the public interest.⁸ In determining the public interest, the Board's well-established and court-approved practice is to balance the gains in operating efficiency and marketing capability realized through a particular railroad consolidation against any consequent reduction in competition.

The Board licenses railroads as common carriers, meaning that railroads are required to accept goods and materials for transport from all customers upon reasonable request and at a reasonable rate. If a railroad simply wants to upgrade a portion of its system or add service to certain shippers, it may do so without seeking the Board's permission. The Board, therefore, has no control over the level of service. It does not regulate the number of trains operating over a specific section of rail line or maintain control over general day-to-day operations of railroads.

In the case of railroad mergers or acquisitions, a Board decision approving a transaction would not require the railroads involved to transport more freight or transport existing freight by any

⁵ See 49 U.S.C. 10101 *et seq.*

⁶ Pub. L. 104-88, 109 Stat. 803 (1995).

⁷ See 49 U.S.C. 10101.

⁸ See 49 U.S.C. 11324-25 (new), specifically 49 U.S.C. 11324(c).

specific route. Rather, the Board's action typically allows railroads to expand their rail line systems by acquiring facilities of other railroads, and therefore operate more efficiently and compete more effectively with other railroads and trucks.

The Board, as an independent Federal agency with jurisdiction over surface transportation matters, considers the economic, competitive, and environmental effects of a transaction in its review of proposed railroad mergers and acquisitions. The Board can approve a transaction as proposed; approve the transaction with conditions, including environmental conditions, to offset or reduce the potential environmental impacts of the proposed action; or disapprove the transaction.

The Federal Railroad Administration

The Federal agency primarily responsible for railroad safety is the FRA, an agency within the U.S. Department of Transportation. FRA has issued substantive safety regulations, most of which specifically address one of three major elements of the railroad system: the rolling equipment (such as locomotives and rail cars), the track and signal system over which railroads operate, or the rules for conducting rail operations. FRA regulations (49 CFR 200-266) include topics such as operating regulations and procedures; track safety standards and safe track speed; train and engine crew program of instruction, testing, and monitoring; personnel hours of service; accident reporting; licensing of locomotive engineers; drug and alcohol testing of employees; and inspection and testing of train cars, locomotives, signals, and trains.

1.4.2 Role of the Board in Reviewing Railroad Mergers and Acquisitions

The Board reviews the economic, competitive, and environmental aspects of railroad mergers and acquisitions. This section describes the Board's review processes.

Review of the Merits of the Proposed Action

Statutory requirements at 49 U.S.C. 11323-11325 mandate that the Board approve and authorize a proposed rail acquisition when it determines that the transaction is consistent with the public interest. In making this determination, the Board considers the economic and competitive merits of the proposed transaction in accordance with requirements at 49 U.S.C. 11324. That section requires the Board to consider the following when deciding whether to approve railroad control transactions or impose conditions:

- The effect that the proposed transaction would have on providing adequate transportation to the public.
- The effect on the public interest of including or failing to include other rail carriers in the geographic area involved in the proposed transaction.

- The total fixed charges that would result from the proposed transaction.
- The interests of affected railroad employees.
- The possibility of an adverse impact on competition among railroads in the affected region or in the national rail system.

The Board has established a process for receiving pleadings and alternative proposals pertaining to the economic and competitive impacts of the proposed Conrail Acquisition. This process is separate from the environmental review process, which has provided specific opportunities for the public to learn about and comment on the potential environmental impacts of the proposed transaction.

Review of the Potential Environmental Impacts of the Proposed Action

For the environmental review, the Board considers the NEPA requirements, other related environmental laws and their implementing regulations, and the former ICC environmental regulations at 49 CFR Part 1105, which the Board has adopted. The Board's environmental regulations govern SEA's environmental review process and outline SEA's procedures for preparing environmental documents.

The environmental review leading to preparation of the Final EIS has been a multi-step process. Table 1-1 details the Board's procedural schedule and SEA's environmental review schedule for the proposed Conrail Acquisition. Figure 1-3 depicts the decision-making process, and Figure 1-4 summarizes the environmental review process. Throughout the environmental review process, the public has had opportunities to comment and provide input on the scope of the environmental analysis, the environmental review process, and substantive environmental issues.

Public's Right to Seek Administrative Review

This Final EIS, which includes SEA's final recommended environmental conditions, serves as the basis for the Board's consideration of environmental issues resulting from the proposed Conrail Acquisition. SEA is issuing the Final EIS to the public prior to the Board's June 4, 1998, oral argument, where environmental as well as economic and competitive transportation issues can be addressed, and prior to the Board's voting conference on June 8, 1998. At the voting conference, the Board will decide whether it will approve or disapprove the proposed Conrail Acquisition, or approve it with appropriate conditions, including environmental conditions. The Board intends to serve a written decision in this case on July 23, 1998. In its decision, the Board will address both economic and competitive transportation issues and impose any conditions it deems appropriate, including environmental conditions.

TABLE 1-1
BOARD'S PROCEDURAL AND SEA'S ENVIRONMENTAL REVIEW SCHEDULE

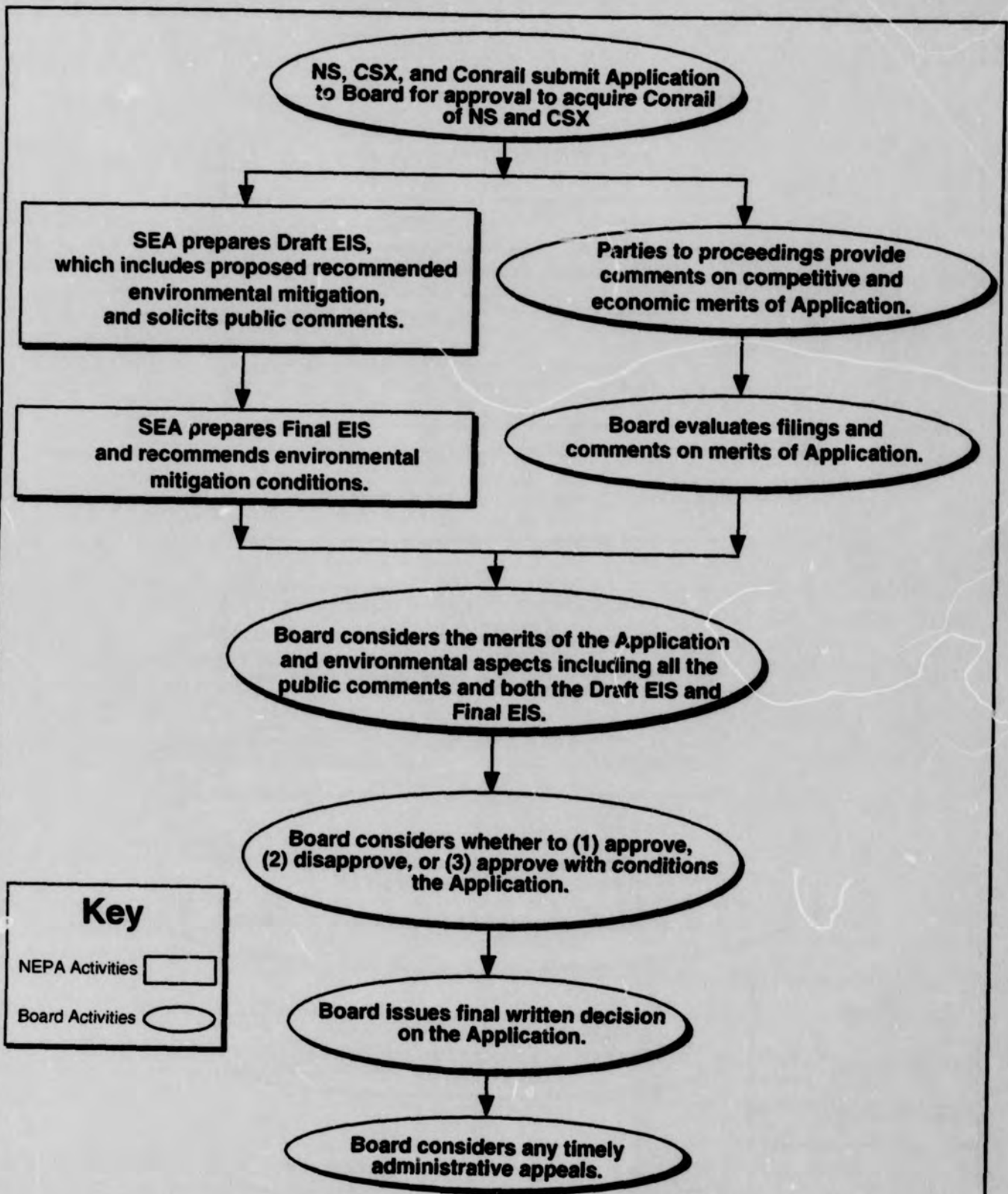
Day	Action	Date
	Applicants filed Notice of Intent to file Application	April 10, 1997
	Applicants filed Preliminary Environmental Report with SEA	May 16, 1997
Day 0	Applicants filed Application, Operating Plans, and Environmental Report	June 23, 1997
	The Board issued Notice of Intent to Prepare an EIS and Draft Scope in the <u>Federal Register</u>	July 7, 1997
	Public filed comments on the Draft Scope of the EIS	August 6, 1997
Day 60	Other parties filed summary descriptions of Inconsistent and Responsive applications	August 22, 1997
	Applicants filed Preliminary Draft Environmental Assessments (PDEAs) for the Seven Separate Connections Decision No. 9 the Board served on June 12, 1997	September 5, 1997
	SEA issued final scope of the EIS in the <u>Federal Register</u>	October 1, 1997
Day 100	Other parties filed Responsive Environmental Reports and Verified Statements for any Inconsistent and Responsive applications	October 1, 1997
	SEA issued Environmental Assessments (EAs) for the Seven Separate Connections	October 7, 1997
Day 120	Other parties filed Inconsistent and Responsive applications and Requests for Conditions	October 21, 1997
	SEA received comments on the EAs for the Seven Separate Connections	October 27, 1997
	The Board issued Decision No. 52 requiring Applicants to prepare and file Safety Integration Plans	November 3, 1997
Day 150	The Board issued Decision No. 54, "Notice of Acceptance of Inconsistent and Responsive applications"	November 20, 1997
	The Board issued decision (Finance Docket No. 33388 [Sub Nos. 1-7]) allowing Applicants to build the Seven Separate Connections	November 25, 1997
	Applicants filed Safety Integration Plans	December 3, 1997
	The Board served Draft EIS on Parties of Record	December 12, 1997
Day 175	The parties filed responses to the Inconsistent and Responsive applications, Requests for Conditions, and rebuttals in support of Primary Application	December 15, 1997
	Environmental Protection Agency placed a notice in the <u>Federal Register</u> announcing the availability of the Draft EIS and initiating a 45-day comment period on the Draft EIS and SEA issued Draft EIS to the public	December 19, 1997
	SEA issued correction letter to Draft EIS to the public	December 31, 1997
	SEA issued errata document pertaining to Draft EIS to the public	January 12, 1998

TABLE 1-1
BOARD'S PROCEDURAL AND SEA'S ENVIRONMENTAL REVIEW SCHEDULE

Day	Action	Date
Day 205	The Board received rebuttals in support of Inconsistent and Responsive applications	January 14, 1998
	SEA issued supplemental errata document pertaining to Draft EIS to the public	January 21, 1998
	Public filed comments on Draft EIS	February 2, 1998
Day 245	Parties filed briefs	February 23, 1998
	The Board placed a notice in the <u>Federal Register</u> identifying additional potential impacts affecting certain communities and initiating an additional 45-day comment period	February 27, 1998
	Public filed comments on additional environmental information	April 15, 1998
	SEA issues Final EIS	Late May 1998
Day 346	The Board will conduct oral arguments	June 4, 1998
Day 350	The Board will conduct Voting Conference	June 8, 1998
	Public to file comments on proposed NS train traffic changes in Greater Cleveland Area.	June 28, 1998
Day 395	The Board will issue final written decision	July 23, 1998
	Deadline for filing Administrative Appeals	August 13, 1998

The rules of the Council on Environmental Quality (CEQ) (40 CFR 1506.10(b)) provide that an agency shall not make a decision on a proposed action less than 30 days from publication of a notice of a Final EIS in the Federal Register unless the agency's decision is subject to an administrative review process after publication of the Final EIS. The Board's voting conference on the proposed Conrail Acquisition is planned less than 30 days after publishing the Final EIS. However, the Board has an established administrative review process.

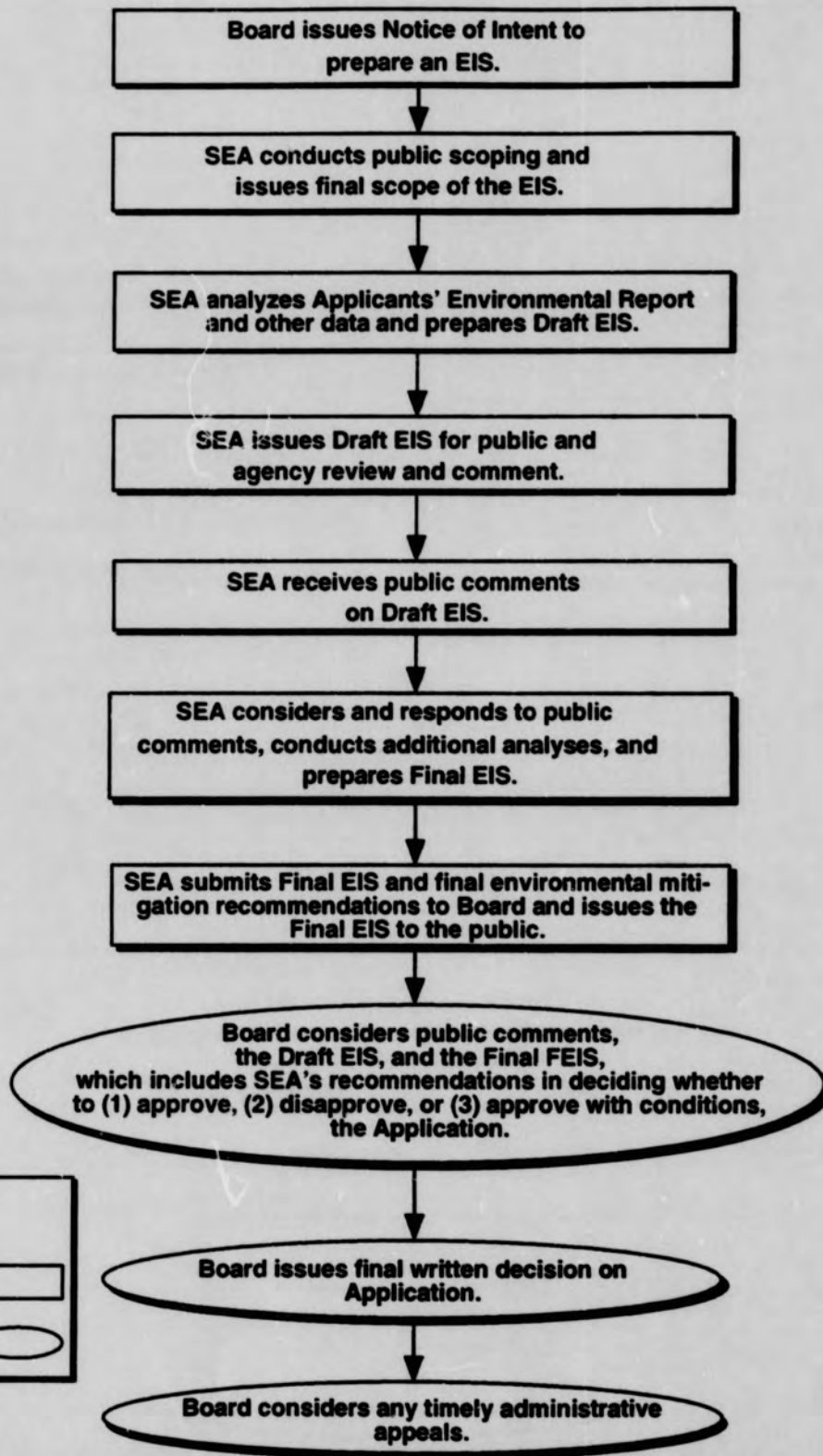
The Board advised the public of the planned administrative appeal process and procedural schedule at every stage of this proceeding, including in the notice of proposed scope for the EIS published in the Federal Register on July 7, 1997, and in the final scope of the EIS, which was published October 1, 1997. As explained in the final scope of this EIS, parties who wish to file an administrative appeal of the Board's July 23, 1998 written decision (including any environmental conditions that the Board might impose) may do so within 20 days of the service date of that written decision, as provided in the Board's rules. Therefore, any interested party will have approximately two months after receiving the Final EIS to review the document before the 20-day period for filing administrative appeals begins. This schedule will provide the public with adequate time to pursue administrative review of the Board's July 23, 1998 decision. The Board will address any administrative appeals in a subsequent decision. This process is consistent with the CEQ rules at 40 CFR 1506.10(b).



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE 1-3
SURFACE TRANSPORTATION BOARD'S DECISION MAKING PROCESS
FOR THE PROPOSED CONRAIL ACQUISITION



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE 1-4
SUMMARY OF ENVIRONMENTAL REVIEW PROCESS

Recent NS Proposed Train Traffic Rerouting for the Greater Cleveland Area

As discussed below, SEA has determined that the affected public should have further opportunity to comment on a specific change in train traffic information recently submitted by NS. This change, proposed by NS to mitigate potential adverse impacts in the Greater Cleveland Area, could have adverse environmental effects outside the Greater Cleveland Area. Specifically, on April 16, 1998, NS modified projected train routes in Ohio for traffic moving between the Youngstown, Ohio/Pittsburgh, Pennsylvania area and Oak Harbor, Ohio and on to Chicago, Illinois and other western gateways and origins/destinations. In the original NS Operating Plan and Application, this traffic was projected to move between Rochester, Pennsylvania (near Pittsburgh) and Chicago via Youngstown, Ashtabula, Cleveland, and Vermilion, Ohio (on the Nickel Plate Line).

In its revised plan, the traffic would be shifted to a route between Rochester, Pennsylvania and Oak Harbor, Ohio through Alliance, White, Cleveland, and Berea on the present Conrail main line. In the Greater Cleveland Area, this route would reduce the number of trains originally projected to move from Ashtabula through East Cleveland and the West Shore suburbs to Vermilion and Chicago by approximately 11 trains per day, and increase train traffic from White, through the Cleveland Central Business District, Berea, and Vermilion to Chicago.

SEA has carefully analyzed the NS rerouting proposal and the associated potential environmental impacts. Based on this analysis, SEA modified its final recommended environmental mitigation to address additional potential adverse impacts for noise and safety in the areas of highway/rail at-grade crossings, freight rail operations, and hazardous materials transport in the following communities:

- City of Alliance.
- City of Cleveland.
- City of Berea.
- City of Brook Park.
- City of Brooklyn.
- Linndale Village.
- River Edge Village.
- City of Bellevue.
- Oak Harbor Village.
- City of Fremont.
- Ballville CDP.
- Clyde.

With this recommended mitigation, SEA concludes that these changes would not result in significant adverse environmental impacts. The analysis for the Greater Cleveland Area is included in Chapter 4 "Summary of Environmental Review" and Appendix N, "Community Evaluations" of the Final EIS. The analysis of potential environmental impacts of this change

outside the Greater Cleveland Area is included in the Addendum to this Final EIS. SEA has modified the mitigation described in Chapter 7, "Recommended Environmental Conditions," of the Final EIS to reflect its revised environmental analysis.

Opportunity for Additional Public Comment on the NS Proposed Train Traffic Rerouting

During the course of the environmental review process, the Applicants and other parties proposed mitigation options and other changes that could affect the projected train traffic flow at various places throughout the system. In many cases, these changes would be minor and would reduce local environmental impacts in certain areas. SEA normally considers these types of changes as part of its evaluation of mitigation options.

However, the proposed NS traffic changes from this rerouting would result in potential traffic increases in certain areas that would exceed the Board's 8 train per day threshold for environmental analysis. NS submitted these proposed changes to the Board on April 16, 1998, about one month before SEA planned to issue the Final EIS. This recent information resulted, in part, from Applicant negotiations with affected communities in the Greater Cleveland Area. Although SEA has analyzed the new information and recommended related environmental mitigation, there has not been sufficient time for the public to comment on this information. Therefore, SEA believes that those parties affected by the NS proposed traffic increases from this rerouting should have the opportunity to comment prior to the Board's final written decision on July 23, 1998.

Accordingly, the affected public may file comments to the Board to address the new NS routing information, SEA's environmental analysis of the proposed rerouting, and SEA's recommended mitigation prior to service of the Board's final written decision. SEA requests that any affected person who wishes to file comments before the Board issues its final written decision on July 23, 1998 do so by June 28, 1998. This will ensure that the Board has sufficient time to fully consider these comments before it issues its final written decision. Also, parties affected by this new train traffic information will have the same opportunity as anyone else to bring their concerns to the Board's attention through an administrative appeal of the Board's July 23, 1998 final written decision.

The Board's Authority To Impose Conditions

The Board's authority over mergers and acquisitions, such as the proposed Conrail Acquisition, includes the power to impose conditions. (See 49 U.S.C. 11324(c).) However, for the Board to impose conditions, the administrative record must show the need for each condition; a direct relationship must exist between the condition and the transaction; and the condition must be reasonable. These considerations apply to all conditions that the Board imposes, including environmental conditions to mitigate potential significant adverse environmental impacts. In developing environmental mitigation conditions, the Board has consistently focused on the potential significant adverse environmental impacts that would result directly from the proposed

merger or acquisition, such as anticipated increases in rail traffic on existing rail lines. The Board, like its predecessor, the ICC, cannot impose measures to mitigate potential significant adverse environmental or other impacts resulting from pre-existing conditions, such as existing railroad operations, or land development in the vicinity of the railroads. A railroad may upgrade a portion of its system or add service to shippers without seeking the Board's approval. Thus, if CSX, NS, and Conrail had not proposed this Acquisition, they could have increased the number of trains on their existing lines to any level they deemed appropriate to meet demand and/or to achieve efficiency without the Board's review or regulation.

1.4.3 SEA and Its Independent Third-party Contractors

SEA is responsible for conducting the environmental review of the proposed Conrail Acquisition on behalf of the Board. In conducting this review, SEA engaged independent third-party contractors to assist with the environmental analysis and preparation of environmental documents. The environmental regulations of both the Board and CEQ (49 CFR 1105.10(d) and 40 CFR 1506.5(c), respectively) specifically permit the use of SEA-approved independent third-party contractors.

In the proposed Conrail Acquisition, as in all Board proceedings where third-party contractors are retained, the independent third-party contractors' scope of work, approach, and activities are under the sole supervision, direction, and control of SEA. The contractors, in effect, are an extension of SEA's staff. They work exclusively under SEA's direction in assisting SEA to conduct independent environmental analyses; develop appropriate environmental analysis methods, documentation, and mitigation options; and verify the environmental information that they receive from the Applicants, consulting agencies, and all other interested parties. The third-party contractors assisted SEA in compiling the information and conducting the analyses for both the Draft EIS and this Final EIS. Throughout the environmental review process and in preparing the EIS for this project, SEA's involvement, oversight, guidance, and participation have been extensive.

With the assistance of the independent third-party contractors, SEA prepared this Final EIS after reviewing all the public comments received on the Draft EIS, conducting additional environmental analysis, reviewing and verifying available environmental information, and consulting with appropriate agencies and commentors. See Appendix U for a List of Preparers of this EIS, including SEA and third-party contractors.

1.4.4 Thresholds for Environmental Analysis

The Board's environmental regulations at 49 CFR 1105.7(e) set forth certain thresholds for the Board's environmental review. The Board's thresholds are identified in Table 1-2. SEA used the Board's thresholds, among others, to determine which activities associated with the proposed Conrail Acquisition would require environmental analysis. See Chapter 2, Table 2-1, "SEA's

Thresholds for Environmental Analysis," for more information on the Board's and SEA's thresholds.

For potential impacts on resources other than noise and air quality where the Board's regulations do not specifically provide a threshold for environmental analysis, SEA generally used an increase of 8 or more trains per day or a 100-percent increase in annual gross ton-miles as the threshold for environmental analysis. For selected environmental impact areas, SEA used other thresholds that it considered appropriate to the Acquisition-related activity for the proposed Conrail Acquisition. SEA established specific thresholds for analysis for the following selected environmental impact areas:

- Passenger rail operation safety and service—an average increase of 1 or more freight trains per day on rail line segments with existing passenger service.
- Hazardous materials transport—any increase in hazardous materials transported on rail line segments or at intermodal facilities and rail yards.
- Highway/rail at-grade crossing delay—an average daily traffic count of 5,000 or more vehicles at any crossing with an increase of: (a) 8 or more freight trains per day in an air quality attainment or maintenance area, or (b) 3 or more freight trains per day in an air quality nonattainment area.

TABLE 1-2
SURFACE TRANSPORTATION BOARD
THRESHOLDS FOR ENVIRONMENTAL ANALYSIS^a

Activity/Site	Noise	Air Quality	
		Attainment and Maintenance Areas ^b	Nonattainment Areas ^b
Rail Line Segments	Increase of 8 trains per day or increase of 100 percent in annual gross ton-miles.		Increase of 3 trains per day or increase of 50 percent in annual gross ton-miles.
Rail Yards	Increase of 100 percent in carload activity per day.		Increase of 20 percent in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day or increase of 10 percent in average daily traffic volume on any affected road segment.		

^a 49 CFR 1105.7(e)

^b Attainment areas are areas of the U.S. that meet National Ambient Air Quality Standards (NAAQS) as specified under the Clean Air Act (CAA). Maintenance areas are areas that the U.S. Environmental Protection Agency (EPA) had previously designated as nonattainment but has redesignated as attainment because of improvement in air quality. Nonattainment areas do not meet NAAQS as specified under CAA.

1.4.5 Analysis of Railroad Activities and Environmental Issues

Existing rail traffic levels along the Applicants' rail line segments and at rail yards and intermodal facilities are the baseline against which SEA evaluated the potential environmental impacts of the proposed Conrail Acquisition. The proposed Conrail Acquisition would include changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at certain rail yards and intermodal facilities, rail line abandonments, and rail line construction projects.

This Final EIS focuses on the potential environmental impacts of the proposed Conrail Acquisition. It does not consider competitive or economic issues because the Board addresses these issues separately in considering the merits of the Application. (Section 1.4.2, "Role of the Board in Reviewing Railroad Mergers and Acquisitions," discusses the Board's merits consideration process in more detail.) This Final EIS also does not consider labor protection analysis because the Board will impose statutory labor protection conditions in considering the merits of this proposed transaction. These conditions specifically cover the employees of the consolidating carriers.

In performing its environmental review, SEA considered the potential system-wide, regional, county-wide, and local environmental impacts of the proposed Conrail Acquisition. This Final EIS reports the potential environmental impacts of the following five types of activities associated with the proposed Conrail Acquisition:

1. Anticipated changes in the level of rail traffic on 317 rail line segments that would meet or exceed the Board's thresholds for noise or air quality environmental analysis or the other specific thresholds for environmental analysis that SEA developed for this project.
2. Proposed changes in activity at 24 intermodal facilities that would meet or exceed the Board's thresholds for noise or air quality environmental analysis.
3. Proposed changes in activity at 15 rail yards that would meet or exceed the Board's thresholds for noise or air quality environmental analysis.
4. Proposed construction and operation of 15 new rail line connections and two other facilities (one intermodal facility and a bridge rehabilitation).⁹
5. Proposed abandonment of three rail line segments.

⁹ The Applicants requested, and the Board granted, a separate environmental review process for seven rail construction projects (Seven Separate Connections). SEA addressed potential environmental impacts of the physical construction of the Seven Separate Connections at issue in Finance Docket No. 33388 (Sub Nos. 1 - 7), in Environmental Assessments that SEA prepared prior to and separate from this Final EIS. By a decision issued November 25, 1997, the Board approved, subject to certain environmental conditions, the physical construction of the Seven Separate Connections. This EIS, therefore, addresses only proposed operations over these connections. For further details, see Section 1.5.1, "Proposed Action."

SEA also assessed the potential for environmental impacts from other related activities in the existing right-of-way, modifications to the Operating Plans resulting from Settlement Agreements,¹⁰ and the operation of the Seven Separate Connections for which CSX and NS requested early consideration by the Board. Section 1.5.1, "Proposed Action," discusses these related activities. SEA also evaluated potential environmental impacts from proposals by other parties requesting modifications or alterations to the proposed Conrail Acquisition (for example, Inconsistent and Responsive [IR] Applications, Comments and Requests for Conditions) and Negotiated Agreements between CSX and NS and the affected communities that address potential environmental impacts. Section 1.5.2, "Alternatives," provides more information on these proposals and Chapter 2, "Scope of the Environmental Analysis," provides more detail on the rail activities that SEA analyzed.

In this EIS, SEA evaluated potential environmental impacts in the following areas:

- Safety.
- Traffic and transportation.
- Energy.
- Air quality.
- Noise.
- Cultural and historic resources.
- Hazardous waste sites.
- Natural resources.
- Land use, including consistency with current local land use plans, consistency with Coastal Zone Management Plans, and potential environmental impacts on prime farmland and Native American reservations.
- Socioeconomic impacts when potential environmental impacts would directly relate to physical changes in the environment.
- Environmental justice.
- Cumulative effects.

¹⁰ Settlement Agreements are agreements regarding competitive or other issues between CSX and NS and other railroads, shipping associations, or other parties.

SEA also analyzed potential cumulative effects of the proposed Conrail Acquisition where those effects would involve system-wide or regional environmental issues, such as air quality, energy, and transportation. In addition, SEA analyzed potential site-specific cumulative effects for other projects or activities related to the proposed Conrail Acquisition, provided that the Board received certain specific information on those projects or activities¹¹ within the 45-day comment period for the Draft EIS.

1.5 THE PROPOSED ACTION AND ALTERNATIVES

This section describes the proposed action, any modifications to the Application through Settlement Agreements, and alternatives to the proposed action resulting from Inconsistent and Responsive (IR) Applications and Comments and Requests for Conditions.

1.5.1 Proposed Action

The proposed action consists of the Primary Application, including Operating Plans, which the Applicants submitted to the Board, and related construction projects, including rail line connections, as described in this section. The proposed action also includes any modifications to the Operating Plans resulting from Settlement Agreements regarding competitive merits or other issues between the Applicants and other railroads, shipping associations, or other parties. Section 4.21, "Settlement Agreements and Negotiated Agreements," describes SEA's evaluation of potential environmental impacts resulting from these agreements.

The Primary Application

In 1996 and early 1997, CSX and NS each separately considered acquiring Conrail. On April 10, 1997, CSX and NS officially notified the Board of their intent to jointly acquire control of certain Conrail assets. Their joint Application, filed on June 23, 1997, included Operating Plans and an Environmental Report describing the physical and operational changes associated with the proposed Conrail Acquisition and the potential environmental effects of those changes. The Applicants submitted corrected and supplemental information in the Errata and Supplemental Environmental Report filed with the Board on August 28, 1997. The Applicants continued to provide additional operational and environmental information throughout preparation of this EIS.

The proposed Conrail Acquisition involves more than 44,000 miles of rail line and numerous railroad-owned facilities throughout the eastern United States and part of Canada. The transaction, which would involve the division of Conrail's assets by CSX and NS, except for the Shared Assets Areas, would create two major railroad systems of roughly equal size and scope operating in the eastern United States. CSX currently operates approximately 18,500 route miles of rail line in 19 states; the District of Columbia; and the Province of Ontario, Canada. The

¹¹ This information included a description of the projects or activities, their relationship to the proposed transaction, and the type and severity of the potential cumulative effects.

expanded CSX system resulting from this proposed transaction would comprise approximately 22,900 route miles.

NS currently operates approximately 14,300 route miles of rail line in 19 states and the Province of Ontario, Canada. The expanded NS system resulting from the proposed transaction would comprise approximately 21,000 route miles.

Conrail currently operates approximately 10,500 route miles of rail line in 13 states; the District of Columbia; and the Province of Quebec, Canada. As proposed, approximately 500 miles of track would remain in the Conrail system as assets shared by both CSX and NS. The Shared Assets Areas are located in Detroit, Michigan; northern New Jersey; and southern New Jersey/Philadelphia, Pennsylvania.

CSX and NS would continue to use their existing rail lines, except that ownership of one NS rail line would shift to CSX. Figures 1-1 and 1-2 show the existing and proposed CSX, NS, and Conrail rail systems.

Based on the Applicants' Operating Plans, the proposed Conrail Acquisition would result in numerous rerouting and consolidation activities. These activities include increased or decreased rail traffic on some rail line segments and in some rail yards, diversion of long-haul highway truck shipments to rail, diversion of some rail shipments to truck, rail line construction and abandonment projects, and construction or expansion of certain rail yards and intermodal facilities. Chapter 2, "Scope of the Environmental Analysis," includes a more detailed description of the anticipated physical and operational changes from the proposed Conrail Acquisition.

Other Construction Projects and Rail Line Connections

Normally, when SEA conducts an environmental review for proposed mergers and acquisitions, it does not evaluate the potential environmental impacts of proposed construction and other activities that take place completely within existing railroad right-of-way. For example, SEA generally does not evaluate incidental construction activities such as normal maintenance work, minor track construction, or rehabilitation work within existing right-of-way. Also, because the Board does not have jurisdiction over the construction, operation, or abandonment of "spur, industrial, team,¹² switching or side tracks," SEA normally does not review these activities (49 U.S.C. 10906). Similarly, other improvements on existing railroad right-of-way do not require approval from the Board and, therefore, SEA does not ordinarily perform environmental review of such activities. However, when such activities directly affect matters within the Board's jurisdiction, SEA includes them in its environmental review. Specifically, for the proposed Conrail Acquisition, SEA reviewed such projects if: (a) there was a potential that the

¹² Team tracks are spur tracks located on railroad property available for public access to rail cars for loading and unloading freight.

activity would meet the Board's thresholds for environmental analysis; (b) they would not occur except for the proposed Conrail Acquisition; and (c) they would involve potential environmental impacts outside the existing right-of-way. In all, SEA investigated 75 potential railroad activities. SEA determined that three projects (two rail yard expansions and a bridge renovation) could result in potential environmental impacts beyond the existing railroad right-of-way. (See Chapter 2, "Scope of the Environmental Analysis," for the list of these construction projects.) SEA determined that the remaining projects—minor activities with the potential for only small and temporary environmental impacts—did not require further analysis.

As noted, at the request of CSX and NS, the Board also gave early consideration to proposals to construct seven new rail line connections (Seven Separate Connections) in Illinois, Indiana, and Ohio, totaling approximately 4 miles of new track. Specifically, the Applicants asked the Board to consider these Seven Separate Connections separately from, and prior to, the Board's decision on the proposed Conrail Acquisition so they would be in a position to immediately provide efficient service in competition with one another if the Board approved the proposed Conrail Acquisition. After seeking public comment, the Board granted the Applicants' request for early review. The Board did so because CSX and NS assumed the risk that the Board might deny the Application and/or the Board would not authorize them to operate over one or more of the new connections. The Board also made it clear that no operations could begin on the Seven Separate Connections until it rendered a decision on the Primary Application.

On October 7, 1997, SEA issued separate Environmental Assessments addressing the potential construction environmental impacts for each of these Seven Separate Connections. SEA determined that the physical construction of these Seven Separate Connections would not likely cause adverse or significant environmental impacts. In a November 25, 1997 decision, the Board gave final approval, subject to certain environmental mitigation conditions, for physical construction of these seven projects. (See Decision for Sub. Nos. 1-7, November 25, 1997, in Appendix R, "All Relevant Board Decisions.") As noted, the Applicants may not begin rail line operations over the Seven Separate Connections until SEA completes its EIS process for the proposed Conrail Acquisition, and only if the Board approves the proposed Conrail Acquisition, including these operations. SEA evaluated the potential environmental impacts of railroad operations over the Seven Separate Connections as a part of the analysis of rail line segments in this EIS.

1.5.2 Alternatives

SEA considered three alternatives in this EIS:

1. **The No-Action Alternative**, under which the Board would not approve the Conrail Acquisition as proposed and the Applicants' proposed changes in rail operations would not occur. The No-Action Alternative is the "pre-Acquisition" setting. SEA compared the proposed action to the No-Action Alternative.

2. **The Approval Alternative**, under which the Board would approve the Conrail Acquisition as proposed in the Application, Operating Plans, and Environmental Report that the Applicants submitted to the Board on June 23, 1997, as revised in the Applicants' Errata and Supplemental Environmental Report filed with the Board on August 28, 1997, and additional information the Applicants provided after August 28, 1997. The Approval Alternative would include Settlement Agreements submitted by the Applicants.
3. **The Approval-with-Conditions Alternative**, under which the Board would approve the proposed Conrail Acquisition with specific conditions and mitigation requirements. The conditions that SEA evaluated under the Approval-with-Conditions Alternative include measures that the Board may impose to mitigate potential environmental impacts or to address issues involving competition or essential service. The Approval-with-Conditions Alternative also includes modifications to the Application generated by IR applications, Comments and Requests for Conditions, and Negotiated Agreements (between the Applicants and communities) that address potential environmental impacts.

Settlement Agreements

Settlement Agreements are agreements regarding competitive or other issues made between the Applicants and other railroads, shipping associations, or other parties, that may result in modifications to the Applicants' Operating Plans. Since the Board served the Draft EIS, the Applicants have provided SEA with Verified Statements or Supplemental Environmental Reports concerning the potential environmental impacts of 21 Settlement Agreements. SEA has reviewed these Verified Statements and Supplemental Environmental Reports and has determined that none of the Settlement Agreements would cause significant adverse environmental effects.

Inconsistent and Responsive Applications and Requests for Conditions

IR applications are proposals that parties other than the Applicants filed with the Board to request modifications or conditions to the Primary Application. The Board required parties who planned to file complete Inconsistent and Responsive applications to file summary descriptions of their requests by August 22, 1997. The filing due date for the complete IR applications was October 21, 1997. The Board accepted 15 IR applications in Decision No. 54, issued on November 20, 1997. (IR applicants in this proceeding typically requested trackage rights over, acquisition of, or control of particular rail lines that were included in the Primary Application.) Prior to SEA's issuance of this Final EIS, four parties withdrew their IR applications after reaching settlements with CSX or NS:

- Canadian National Railway Company and Grand Trunk Western Railroad, Inc.
- Belvedere & Delaware Railway and Black River & Western Railroad.
- Indiana & Ohio Railway Company.
- New York State Electric and Gas Company.

To comply with NEPA and other environmental laws, the Board required IR applicants, in Decision No. 6, to file either of the following by October 1, 1997:

- A Verified Statement that the actions requested in their IR application would have no significant adverse environmental effects.
- A Responsive Environmental Report (RER) containing detailed environmental information regarding the potential effect of their IR application. (See Appendix R, "All Relevant Board Decisions.")

The Board required IR applicants to file an RER if the IR request, together with the activities proposed by the Primary Application, would increase activities along a rail segment or at a rail yard by levels that would meet or exceed the Board's thresholds for environmental analysis. SEA used the Verified Statements and RERs, as well as the Environmental Report for the proposed Conrail Acquisition, to consider the potential environmental impacts of the IR applications and confirm the accuracy of the documents. Based on its review of the information contained in the Verified Statements and RERs, SEA determined that none of the IR applications would cause significant environmental impacts if the Board approved them in its consideration of the proposed Conrail Acquisition.

In addition to the IR applications, the Board received numerous Comments and Requests for Conditions by the October 21, 1997 deadline specified in Decision No. 6. (See Appendix R, "All Relevant Board Decisions.") The Board received Comments and Requests for Conditions from a wide variety of parties, including shippers, railroads, labor unions, and elected officials. Some of the comments were procedural in nature or did not contain Requests for Conditions. Moreover, most of the Comments and Requests for Conditions focused on the competitive aspects of the merits of the proposed Conrail Acquisition. SEA considered all Comments and Requests for Conditions that raised potential environmental issues.

Since SEA issued the Draft EIS, SEA has continued its review of IR applications and Comments and Requests for Conditions. On December 15, 1997, the Applicants and the Parties of Record submitted Responses to the IR applications and Comments and Requests for Conditions. In addition to the Rebuttals that the IR applicants filed, 26 parties filed responses. SEA reviewed these filings and determined that most of the activities described would not likely cause significant adverse environmental impacts. Section 4.20, "Inconsistent and Responsive Applications and Requests for Conditions," presents SEA's evaluation of potential environmental impacts resulting from IR applications and Comments and Requests for Conditions.

Negotiated Agreements

During the environmental review process, SEA encouraged the Applicants to consult with potentially affected communities and develop Negotiated Agreements. These Negotiated

Agreements can be more far-reaching in addressing environmental issues than the environmental mitigation conditions that the Board unilaterally may impose. SEA required CSX and NS to provide a copy of each Negotiated Agreement for its environmental review. As of May 15, 1998, CSX and NS had submitted 18 Negotiated Agreements, and they were negotiating several others when this EIS was finalized. SEA has reviewed these negotiated agreements and recommends that the Board require CSX or NS to comply with the terms of the Negotiated Agreements as a condition of approval of the proposed Conrail Acquisition. If later agreements are executed, SEA recommends that the Board substitute these agreements for the local mitigation that the Board might otherwise impose. (See Section 4.21, "Negotiated Agreements" and Chapter 7, "Proposed Environmental Conditions.")

Community Mitigation Routing Alternatives

As a result of consultation with local governments, SEA identified train reroutings as a potential strategy for minimizing the effects of the proposed Conrail Acquisition. SEA considered the potential effects of routing alternatives for Cleveland, Ohio; Erie, Pennsylvania; the Four City Consortium in Indiana (East Chicago, Gary, Hammond, and Whiting); and Lafayette, Indiana. SEA identified and evaluated the potential beneficial and adverse environmental effects of these alternatives for the Board's use in determining conditions. (See Section 4.19, "Community Evaluations" for details of SEA's analysis.)

1.6 SEA'S PUBLIC OUTREACH ACTIVITIES

SEA conducted extensive public outreach activities throughout the environmental review process. SEA's intent was to inform the public of the proposed Conrail Acquisition and the environmental review process, as well as to encourage and facilitate public participation in the review process. While preparing both the Draft and Final EIS, SEA also consulted with Federal, state, regional, county, and local agencies; tribal governments; and affected communities to gather and disseminate information about the project. SEA conducted independent environmental analyses and site visits, considered comments from the public, and obtained other available information. SEA specifically invited the public, in its Federal Register notice dated December 19, 1997, to review and comment on the document, the analyses, and SEA's preliminary recommended mitigation measures. Chapter 3 of this Final EIS, "Agency Coordination and Public Outreach Activities," discusses SEA's activities in more detail.

1.7 THE BOARD'S AND SEA'S ACTIVITIES SINCE THE DRAFT EIS

After the Board served the Draft EIS, and prior to issuing this Final EIS, SEA undertook several additional activities to complete its environmental review of the proposed Conrail Acquisition. In many cases, SEA's review of public and agency comments prompted it to conduct additional analyses and consultation to address various issues. Specifically:

- The Board served a Correction Letter to the Draft EIS that (a) corrected the dates for filing rebuttals in support of IR applications and for submitting briefs, (b) clarified the organization of the Draft EIS, and (c) provided further instructions for filing comments on the Draft EIS (December 31, 1997).
- The Board served an errata document to clarify certain information in the Draft EIS and to correct certain data discrepancies (January 12, 1998).
- After issuing the Draft EIS, SEA conducted additional analyses of highway/rail at-grade crossing delays because it identified an error in the calculations used to determine average daily vehicle delay. The error overstated the average daily vehicle delay at highway/rail at-grade crossings. SEA recalculated vehicle delay for appropriate crossings and used the results to revise its preliminary recommended mitigation for certain crossings.
- The Board served a supplemental errata document to the Draft EIS to provide revised values for highway/rail at-grade crossing delays and the resultant changes in preliminary mitigation recommendations and related environmental justice analyses (January 21, 1998). The supplemental errata document contained:
 - An explanation of how and why SEA changed its equation for determining average daily vehicle delay at highway/rail at-grade crossings.
 - The revised vehicle delay results.
 - SEA's revised preliminary mitigation recommendations for vehicle delay.
 - SEA's revised environmental justice analyses.
- SEA reanalyzed hazardous materials transport based on refined calculations and data that the Applicants provided and revised its preliminary recommended mitigation based on the refined analyses.
- SEA refined the Draft EIS noise analysis by extending considerably its use of Geographic Information Systems modeling for this Final EIS.
- With regard to environmental justice, SEA conducted additional air quality analyses using screening modeling of ambient pollutant concentrations in response to public comments regarding rail line segments and highway/rail at-grade crossings.

- SEA placed an announcement in the Federal Register to notify the public (a) of the availability of the revised hazardous materials transport and noise analyses, and related environmental justice analysis and preliminary mitigation recommendations, and (b) that SEA was seeking public comment on those issues. This 45-day comment period ended April 15, 1998.
- SEA conducted nearly 100 additional site visits and analyses in response to public comments on the Draft EIS.
- SEA continued its public outreach activities, particularly with regard to minority and low-income communities that could experience disproportionately high and adverse impacts. SEA published notices in community newspapers, some in Spanish, and maintained a telephone hotline and Internet web site to help the public understand and participate in the environmental review process.
- SEA conducted further screening to refine the list of minority and low-income populations that could experience disproportionately high and adverse impacts.
- SEA considered and responded to approximately 1,000 issues and concerns that the public submitted in their comments on the Draft EIS.
- SEA further analyzed the potential environmental effects of IR applications and Comments and Requests for Conditions.
- SEA considered the potential environmental effects of Settlement Agreements and Negotiated Agreements entered into by the Applicants with other parties.
- SEA evaluated the potential environmental impacts of the proposed NS rerouting of train traffic for the Greater Cleveland Area.

Chapter 4, "Summary of Environmental Review," describes the technical analyses that SEA undertook after publication of the Draft EIS and the resulting revisions to potential environmental impacts that SEA identified. Chapter 7, "Recommended Environmental Conditions," presents the measures that SEA recommends the Board impose to mitigate some of those impacts.

1.8 OVERVIEW OF PUBLIC COMMENTS

SEA issued the Draft EIS for the proposed Conrail Acquisition to the public on December 19, 1997. SEA encouraged all who received or reviewed the document to comment on the technical analysis and the scope and adequacy of SEA's preliminary recommended mitigation measures. Comments on the Draft EIS were due on February 2, 1998. In February, SEA notified the public of additional information on selected line segments regarding hazardous

materials transport, noise, and environmental justice issues. SEA initiated a 45-day comment period that ended on April 15, 1998 and received five comments regarding these line segments

In preparing this Final EIS, SEA considered all comments that it received from the public. Appendix A, "Comments Received on the Draft Environmental Impact Statement," contains a copy of all the written public comments received by February 2, 1998. The Addendum to this Final EIS includes copies of the comments on the additional analyses received by April 15, 1998, and SEA's responses to those comments.

SEA received approximately 260 letters commenting on the Draft EIS from Federal, state, and local agencies; railroads; civic and advocacy organizations; businesses; and individuals. These letters raised approximately 1,000 separate concerns on environmental issues. While SEA received comments on every issue area addressed in the Draft EIS, nearly half of the comments fell into one of the following specific categories:

- Highway/rail at-grade crossing safety.
- Hazardous materials transport.
- Emergency response.
- Delay at highway/rail at-grade crossings.
- Air quality.
- Rail operations.
- Noise.

SEA considered the environmental comments it received in a timely manner to develop final mitigation recommendations. In finalizing mitigation measures for the Final EIS, SEA modified a number of the preliminary mitigation recommendations in the Draft EIS to address concerns of commentors. (See Chapter 5, "Summary of Comments and Responses," and Chapter 7, "Recommended Environmental Conditions.")

1.9 SAFETY INTEGRATION PLANS

During SEA's preparation of the Draft EIS, FRA and others, including railway labor interests, expressed the need for safety integration planning for the proposed Conrail Acquisition. Specifically, they voiced concerns about whether safety could be maintained (a) during and after the process of combining the Applicants' three operations into two expanded companies, and (b) during joint operation of the Shared Assets Areas.

FRA commented to the Board that the Applicants should develop Safety Integration Plans to address the railroads' safety integration process if it approved the transaction. SEA responded to FRA's request by issuing a decision on November 3, 1997, that required the Applicants to file detailed Safety Integration Plans containing specific information by December 3, 1997. Because this due date was only a few days before SEA issued the Draft EIS, SEA could not provide an analysis of these plans in the Draft EIS. However, to facilitate public review of this important

issue, SEA included the complete text of the Safety Integration Plans in Volume 2 of the Draft EIS. The three plans are: (a) the "Safety Integration Plan of CSX Corporation and CSX Transportation, Inc.," (b) "Norfolk Southern's Safety Integration Plan," and (c) "CSX/NS Safety Integration Plan for Conrail Shared Assets Operations." In Volume 2 of the Draft EIS, SEA also reprinted the October 21, 1997 document containing FRA's comments.

SEA encouraged FRA and the public to review these plans carefully and to provide specific comments. SEA also independently thoroughly reviewed the plans, which the Applicants prepared with input from FRA, and all the comments SEA received. DOT's comments on the Draft EIS state that FRA is satisfied that the plans address and satisfactorily mitigate every safety concern raised in the environmental review portion of this proceeding. They also stated that, if the Board approves the proposed Conrail Acquisition, no other mitigation on this subject is necessary or appropriate, and that FRA will continue to work with the Applicants to address safety integration issues that arise. Prior to issuing this Final EIS, the Board and FRA, with concurrence of DOT, agreed to a Memorandum of Understanding (MOU) to clarify the actions each would take to ensure the successful implementation of the Safety Integration Plans. Under the terms of that MOU, FRA would monitor, evaluate, and review the Applicants' efforts with respect to implementation of the Safety Integration Plans. FRA would report the Applicants' progress until FRA affirms to the Board in writing that the proposed integration is complete. The Board would exercise its oversight authority over the applicants to correct any problems if necessary. Chapter 6, "Safety Integration Planning" provides summaries of the issues associated with public comments pertaining to the Safety Integration Plans. It also contains summaries of the comments and SEA's responses to those comments. Chapter 7, "Recommended Environmental Conditions," includes the mitigation measures related to safety integration.

CONTENTS

	Page
CHAPTER 2: SCOPE OF THE ENVIRONMENTAL ANALYSIS	2-1
2.1 THRESHOLDS FOR ENVIRONMENTAL ANALYSIS	2-1
2.2 RAIL LINE SEGMENTS	2-7
2.3 INTERMODAL FACILITIES	2-18
2.4 RAIL YARDS	2-21
2.5 CONSTRUCTIONS	2-22
2.6 ABANDONMENTS	2-25

TABLES

2-1	SEA's Thresholds for Environmental Analysis	2-3
2-2	Rail Line Segments Exceeding SEA Thresholds for Environmental Analysis	2-8
2-3	Intermodal Facilities That Meet or Exceed the Board's Thresholds for Environmental Analysis	2-19
2-4	Rail Yards That Meet or Exceed the Board's Thresholds for Environmental Analysis	2-22
2-5	Proposed Construction Projects	2-24
2-6	Proposed Abandonments	2-25

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CHAPTER 2

SCOPE OF THE ENVIRONMENTAL ANALYSIS

This chapter describes the changes in railroad activities for which SEA evaluated potential environmental impacts expected from the proposed Conrail Acquisition. These changes fall within five types of railroad activities: (1) train traffic levels on rail line segments, (2) operations at intermodal facilities, (3) operations at rail yards, (4) new constructions, and (5) proposed abandonments. A detailed description of the existing systems and proposed actions and alternatives was presented in Chapter 2 of the Draft Environmental Impact Statement (Draft EIS). This chapter includes discussion of SEA's thresholds for environmental analysis.

This chapter also describes the changes made in the Final Environmental Impact Statement (Final EIS) from the Draft EIS. It describes any changes in the evaluated activities resulting from changes the Applicants proposed since filing the Primary Application, as well as changes resulting from Settlement Agreements; Inconsistent and Responsive Applications; Requests for Conditions; and (if approved by the Board) Negotiated Agreements.

The Surface Transportation Board's (the Board's) Section of Environmental Analysis (SEA) evaluated these potential changes in railroad activities in terms of safety, traffic and transportation, energy, air quality, noise, cultural and historical resources, hazardous waste sites, natural resources, land use (including Native American concerns) and socioeconomics related to changes in the physical environment, and environmental justice.

2.1 THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

The proposed Conrail Acquisition would change rail operations for the expanded CSX Transportation, Inc. (CSX), and the Norfolk Southern Railway Company (NS) systems. SEA used several thresholds to determine which specific railroad activities and operations associated with the proposed Acquisition would be subject to environmental analysis. These thresholds are discussed below.

SEA reviewed the data in the CSX and NS "post-Acquisition" Operating Plans, included with their joint Application, and identified changes from "pre-Acquisition" operations. SEA then identified those operational changes and planned activities that would meet or exceed the Board's environmental thresholds for air quality and noise analysis (at 49 CFR 1105.7), as well as specified thresholds developed by SEA during the scoping process for other environmental impact areas. Through this threshold screening process, described in detail in the Draft EIS,

SEA identified those changes and activities addressed in this Final EIS. Table 2-1 presents thresholds SEA applied by activity type and environmental impact category.

SEA applied these thresholds to the following types of activities:

- Increases and decreases in rail traffic on all rail line segments.
- Increases and decreases in activities at all intermodal facilities.
- Increases and decreases in activities at all rail yards.
- Construction of rail line connections.
- Proposed abandonments of rail line segments.

SEA assigned specific site identification (Site ID) numbers to identify each rail line segment, proposed connection, rail yard, intermodal facility, construction, and proposed abandonment analyzed in the Final EIS. The tables in this chapter (see Table 2-2) and throughout the Final EIS reference site numbers according to the post-Acquisition operating railroad(s), generally using the following key: C (CSX), N (Norfolk Southern), and S (Shared Assets).

TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Safety					
Freight Rail Operations	All rail line segments with an average increase of 8 or more freight trains per day.	All intermodal facilities.	All rail yards.	N/A	N/A
Passenger Operations	Rail line segments with existing passenger rail traffic and an average increase of 1 or more freight trains per day.	N/A	N/A	N/A	N/A
Highway/Rail At-grade Crossing Safety	All highway/rail at-grade crossings on rail line segments with an average increase of 8 or more trains per day.	N/A	N/A	All highway/rail at-grade crossings created by proposed constructions, with an average increase of 8 or more trains per day.	All highway/rail at-grade crossings on abandoned rail line segments.
Hazardous Materials Transport	All rail line segments with an increase in the annual volume of hazardous materials transported.	All intermodal facilities.	All rail yards.	N/A	N/A

N/A = Not Applicable.

- ^a Air Quality Attainment or Maintenance Area: Increase of at least eight trains per day, or a 100 percent increase in annual gross ton miles.
- ^b Air Quality Nonattainment Area: Increase of at least three trains per day, or a 50 percent increase in annual gross ton miles.
- ^c Air Quality Attainment or Maintenance Area: Increase of 100 percent in carload activity.
- ^d Air Quality Nonattainment Area: Increase of 20 percent in carload activity.
- ^e Air Quality, Attainment, and Nonattainment Areas: increase of 50 trucks per day, or a 10 percent increase in average daily traffic volume on any affected road segment.

TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Traffic and Transportation					
Passenger Rail Service Capability	Rail line segments with existing passenger rail traffic and an increase of one or more freight trains per day.	N/A	N/A	N/A	N/A
Highway/Rail At-grade Crossing Delay	Highway/rail at-grade crossings on segments that meet or exceed the Board's thresholds for environmental analysis ^{a,b} and with average daily traffic (ADT) of 5,000 vehicles or greater.	N/A	N/A	Highway/rail at-grade crossings created by proposed constructions on rail line segments that meet or exceed the Board's thresholds for environmental analysis and with average daily traffic (ADT) of 5,000 or more.	All highway/rail at-grade crossings on abandoned line segments.
Roadway Capacity	N/A	Intermodal facilities with an increase of 50 or more trucks per day or a 10% increase in average daily traffic on affected roadways.	N/A	N/A	All proposed abandonments with rail-to-truck diversions.
	Movable-span bridges on segments that meet or exceed the Board's environmental thresholds. ^{a,b}	N/A	N/A	N/A	N/A

TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Energy					
	System-wide analysis of truck-to-rail diversions.	Intermodal facilities with an increase of 50 or more trucks per day <u>or</u> a 10% increase in average daily traffic on affected roadways.	Rail yards that meet or exceed the Board's thresholds for environmental analysis. ^{c,d}	N/A	All proposed abandonments resulting in rail-to-truck diversions of more than 1,000 rail carloads per year <u>or</u> an average of 50 rail carloads per mile per year for any part of the affected rail line segment.
Air Quality					
Attainment or Maintenance Areas	Segments with an increase of 8 or more trains per day <u>or</u> at least a 100% increase in rail traffic (measured in annual gross ton miles). ^a	Intermodal facilities that meet or exceed the Board's thresholds for environmental analysis. ^c	Rail yards with a 100% or greater increase in carload activity per day.	All constructions.	All proposed abandonments.
Nonattainment Areas	Segments with an increase of 3 or more trains per day <u>or</u> at least a 50% increase in rail traffic (measured in annual gross ton miles).	Intermodal facilities that meet or exceed the Board's thresholds for environmental analysis. ^d	Rail yards with a 20% or greater increase in carload activity per day.	All constructions.	All abandonments.

TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Noise					
	Segments with an increase of 8 or more trains per day <u>or</u> at least 100% increase in rail traffic (measured in annual gross ton miles).	Intermodal facilities with an increase of 50 or more trucks per day <u>or</u> a 10% increase in average daily traffic on affected roadways.	Rail yards with a 100% increase in carload activity per day.	All constructions.	N/A
Cultural Resources					
	N/A	N/A	N/A	All constructions.	All abandonments.
Hazardous Waste Sites					
	N/A	N/A	N/A	All constructions.	All abandonments.
Natural Resources					
	N/A	N/A	N/A	All constructions.	All abandonments.
Land Use/Socioeconomics					
	N/A	N/A	N/A	All constructions.	All abandonments.
Environmental Justice					
	All segments.	Intermodal facilities that meet or exceed the Board's thresholds for environmental analysis.	Rail yards that meet or exceed any threshold for environmental analysis.	All constructions.	N/A

2.2 RAIL LINE SEGMENTS

Rail line segments are portions of rail lines that run between two terminals or junction points. The Operating Plans that CSX and NS submitted with their Application describe how they propose to modify their respective operations over the expanded rail networks, and route traffic to meet customers' freight shipping needs. The proposed modifications would result in train traffic increases on some rail line segments and decreases on others.

For the Final EIS, SEA analyzed a total of 1,022 rail line segments. These segments are listed in Appendix T, "Final Environmental Impact Statement Rail Line Segments." Of these, 123 rail line segments meet or exceed the Board's threshold for environmental analysis for air quality, and 69 rail line segments meet or exceed the Board's threshold for environmental analysis for noise. Train traffic on 53 rail line segments would experience an increase of eight or more freight trains per day warranting freight rail safety analysis.

To evaluate potential impacts on passenger rail safety resulting from the proposed action, SEA analyzed all rail line segments that carry passenger traffic and would experience an increase, on average, of at least one freight train per day. SEA identified 90 rail line segments that meet this threshold. SEA also evaluated potential safety effects for all rail line segments with any proposed increase in the transport of hazardous materials. SEA identified 247 rail line segments that meet this threshold. Table 2-1 shows each of the thresholds for rail segment analysis. Table 2-2 lists all the rail line segments that were evaluated for potential air quality, noise, safety, and operations impacts. Altogether, SEA analyzed 317 rail line segments that exceeded at least one threshold for environmental analysis.

As part of the environmental analysis of rail line segments, SEA also evaluated the potential environmental impacts of the rail operations over the Seven Separate Connections in the states of Illinois, Indiana, and Ohio. The Board approved the construction of these Seven Separate Connections in a decision dated November 25, 1997, after SEA conducted separate Environmental Assessments (EA) of potential environmental impacts from construction of each of these connections.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. On March 3, 1998, NS informed SEA that traffic levels on the Campbell Hall, New York-to-Port Jervis, New York rail line segment (N-063), and the Suffern-to-Campbell Hall, New York (N-062), have changed since the Application was filed. NS plans to reduce the "post-Acquisition" number of trains per day by three—to 9 rather than the 12 originally proposed—which would result in an increase of only 1.1 trains per day, and zero trains per day, respectively. Therefore these two rail line segments would no longer exceed the Board's threshold for air quality analysis.

TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Site ID							Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds																					
	Pre Acq. (1995)	Post Acq.	From	To	Pgr. Trains	Average Daily Freight Trains				Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Pgr. Train	Freight Train	Hazardous Mater'ls Transport																		
						Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change																								
Alabama																																						
C-267	CSX	CSX	Decatur	AL Black Creek	AL	0.0	22.5	23.8	1.3	38.4	59.5	55%	22,000	32,000	45%					X																		
C-268	CSX	CSX	Black Crk	AL Birmingham	AL	0.0	33.7	31.0	-2.7	48.9	67.2	37%	22,000	32,000	45%					X																		
C-269	CSX	CSX	Birmingham	AL Parkwood	AL	0.0	32.8	30.7	-2.1	48.8	67.2	38%	28,000	40,000	43%					X																		
C-270	CSX	CSX	Parkwood	AL Montgomery	AL	0.0	14.1	14.3	0.2	23.1	28.5	23%	18,000	23,000	28%					X																		
C-271	CSX	CSX	Montgomery	AL Flomaton	AL	0.0	16.1	18.0	1.9	23.1	33.7	46%	32,000	46,000	44%					X																		
C-386	CSX	CSX	Flomaton	AL Mobile	AL	0.8	25.1	25.8	0.7	38.4	47.6	24%	45,000	61,000	36%					X																		
N-001	NS	NS	Attalla	AL Norris Yard	AL	0.0	7.4	12.5	5.1	21.9	25.2	15%	10,000	14,000	40%	X				X																		
N-412	NS	NS	Demopolis	AL Marion Jct	AL	0.0	2.0	2.0	0.0	1.5	1.5	0%	0	1,000	1000%					X																		
N-337	NS	NS	Norris Yd	AL Austell	GA	2.0	19.1	14.5	-4.6	37.7	33.6	-11%	32,000	41,000	28%					X																		
C-387	CSX	CSX	Mobile	AL New Orleans	LA	0.8	20.6	22.7	2.1	23.4	34.6	48%	45,000	54,000	20%			X		X																		
N-343	NS	NS	Burstat	AL Meridian	MS	2.0	16.2	16.2	0.0	31.7	36.0	14%	33,000	34,000	3%					X																		
N-397	NS	NS	Wilson	AL Memphis	TN	0.0	14.8	16.5	1.7	33.4	36.7	10%	19,000	20,000	5%					X																		
Washington, D.C.																																						
C-001	CR	CSX	Anacostia	DC Virginia Ave	DC	0.0	19.3	28.6	9.3	40.3	45.2	12%	21,000	26,000	24%	X	X		X	X																		
C-003	CSX	CSX	Washington	DC Pt of Rocks	MD	20.0	23.8	30.8	7.0	37.8	56.0	48%	11,000	12,000	9%	X		X		X																		
C-002	CR	CSX	Virginia Ave	DC Potomac Yard	VA	44.5	17.9	28.6	10.7	40.3	47.7	18%	20,000	26,000	30%	X	X	X	X	X																		
Delaware																																						
N-010	CR	NS	Bell	DE Edgemoor	DE	0.0	5.0	11.8	6.8	5.1	13.5	165%	4,000	6,000	50%	X	X			X																		
C-201	CSX	CSX	Wismere	DE Baltimore	MD	0.0	26.9	26.8	-0.1	44.0	50.4	14%	11,000	16,000	45%					X																		
S-001	AMTK	AMTK	Davis	DE Perryville	MD	73.0	4.5	12.4	7.9	25.8	44.8	74%	15,000	17,000	13%	X		X		X																		
DE Total																																						
Florida																																						
C-385	CSX	CSX	Pensacola	FL Flomaton	AL	0.8	9.9	11.3	1.4	20.4	21.5	5%	26,000	22,000	-15%			X																				
C-382	CSX	CSX	Jacksonville	FL Baldwin	FL	2.8	21.9	23.3	1.4	18.7	20.5	9%	4,000	0	-100%			X																				
C-400	CSX	CSX	Orlando	FL Auburndale	FL	4.0	7.7	9.1	1.4	7.5	8.5	13%	1,000	1,000	0%			X																				
C-401	CSX	CSX	Auburndale	FL Lakeland	FL	4.0	7.2	8.6	1.4	15.9	16.0	1%	2,000	2,000	0%			X																				
C-402	CSX	CSX	Lakeland	FL Winston	FL	4.0	17.6	18.9	1.3	19.5	23.4	20%	18,000	16,000	0%			X																				
C-403	CSX	CSX	Winston	FL Plant City	FL	4.0	9.8	11.1	1.3	18.1	19.9	10%	9,000	9,000	0%			X																				
Georgia																																						
C-356	CSX	CSX	Lagrange	GA Montgomery	AL	0.0	11.9	11.2	-0.7	17.3	18.6	7%	22,000	24,000	9%					X																		
C-376	CSX	CSX	Lagrange	GA Parkwood	AL	0.0	13.5	13.5	0.0	24.1	29.1	21%	8,000	17,000	113%					X																		
C-380	CSX	CSX	Thomasville	GA Montgomery	AL	0.0	7.9	6.2	-1.7	10.6	10.5	0%	2,000	3,000	50%					X																		
N-379	NS	NS	Valdosta	GA Occidental	FL	0.0	5.4	3.8	-1.6	6.7	6.6	-1%	22,000	23,000	5%					X																		
C-296	CSX	CSX	Cartersville	GA Atlanta	GA	0.0	39.4	38.3	-1.1	81.8	79.3	-3%	21,000	22,000	5%					X																		
C-297	CSX	CSX	Atlanta	GA Manchester	GA	0.0	19.2	16.6	-2.6	35.3	34.2	-3%	5,000	6,000	20%					X																		
C-298	CSX	CSX	Manchester	GA Waycross	GA	0.0	27.9	26.0	-1.9	52.6	57.3	9%	13,000	20,000	54%					X																		
C-346	CSX	CSX	Savannah	GA Jesup	GA	8.0	17.3	22.8	5.5	46.6	50.6	9%	9,000	9,000	0%			X																				

- (1) 1000% is reported for Percent Change where pre acq. is 0 and "post" acq. is > 0
(2) Segments that have endpoints in more than one state are listed under the state of origin.

TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Site ID							Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
	Pre Acq. (1995)	Post Acq.	From		To		Average Daily Freight Trains				Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport
							Pgr. Trains	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
C-354	CSX	CSX	Athens	GA	Atlanta	GA	0.0	18.7	21.0	2.3	32.9	37.5	14%	22,000	27,000	23%					X
C-355	CSX	CSX	Atlanta	GA	Lagrange	GA	0.0	15.3	16.5	1.2	23.0	25.3	10%	21,000	27,000	29%					X
C-377	CSX	CSX	Manchester	GA	Lagrange	GA	0.0	12.0	11.6	-0.4	20.5	22.8	11%	7,000	14,000	100%					X
C-381	CSX	CSX	Jesup	GA	Folkston	GA	8.0	10.3	12.4	2.1	26.2	26.2	0%	2,000	2,000	0%			X		
N-020	NS	NS	Howell	GA	Spring	GA	0.0	33.3	40.4	7.1	67.5	81.4	21%	32,000	40,000	25%	X				X
N-022	NS	NS	Spring	GA	Scherer Coal	GA	0.0	27.2	32.9	5.7	60.8	67.7	11%	31,000	39,000	26%	X				X
N-331	NS	NS	Cohutta	GA	Austell	GA	0.0	32.8	36.5	3.7	66.4	71.0	7%	17,000	20,000	18%	X				X
N-332	NS	NS	Austell	GA	Howell	GA	2.0	49.7	50.4	0.7	97.7	101.4	4%	48,000	63,000	31%					X
N-333	NS	NS	Scherer Coal	GA	Macon Jct	GA	0.0	21.9	27.4	5.5	42.7	50.6	19%	31,000	39,000	26%					X
N-334	NS	NS	Macon Jct	GA	Brosnan Yd	GA	0.0	37.0	40.0	3.0	72.6	75.0	3%	34,000	47,000	38%					X
N-335	NS	NS	C of G Jct	GA	Langdale Yd	GA	0.0	15.3	16.5	1.2	24.2	27.1	12%	26,000	27,000	4%					X
Illinois																					
C-010	CSX	CSX	Barr Yd	IL	Blue Island Jct	IL	0.0	17.0	32.9	15.9	25.0	58.0	132%	21,000	20,000	-5%	X	X		X	
C-011	CSX	CSX	Blue Island Jct	IL	59th Street	IL	0.0	19.5	22.9	3.4	27.0	37.0	37%	0	3,000	1000%	X				X
C-263	CSX	CSX	Dolton	IL	Danville	IL	0.0	20.2	21.6	1.4	31.3	40.3	29%	17,000	19,000	12%					X
C-476	CSX	CSX	Chrisman	IL	Decatur	IL	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%					X
N-030	NS	NS	IC 95th St	IL	Pullman Jct	IL	0.0	2.0	5.9	3.9	4.8	13.4	179%	0	0	-	X	X			
N-032	NS	NS	Taylorville	IL	Granite City	IL	0.0	10.0	15.0	5.0	17.1	19.4	13%	7,000	7,000	0%	X				
N-033	NS	NS	Tilton	IL	Decatur	IL	0.0	22.7	39.0	16.3	29.2	47.9	64%	10,000	17,000	70%	X	X		X	X
N-034	CR	NS	Colehour	IL	Calumet Park	IL	0.0	1.1	2.5	1.4	3.6	8.1	125%	0	0	-	X	X			
N-312	CR	NS	Kankakee	IL	Streator	IL	0.0	4.9	5.0	0.1	8.3	9.2	11%	1,000	3,000	200%					X
N-490	NS	NS	Gibson City	IL	Bement	IL	0.0	5.4	7.0	1.6	11.0	16.4	49%	4,000	7,000	75%					X
N-492	NS	NS	Decatur	IL	Taylorville	IL	0.0	9.7	16.7	7.0	16.0	19.9	24%	6,000	7,000	17%					X
N-498	NS	NS	IC 95th St	IL	Gibson City	IL	4.0	2.0	5.2	3.2	5.6	13.8	146%	7,000	3,000	-57%			X		
N-499	NS	NS	Calumet	IL	Landers	IL	0.0	23.2	18.0	-5.2	32.7	0.4	-99%	15,000	20,000	33%					X
C-264	CSX	CSX	Danville	IL	Terre Haute	IN	0.0	22.6	23.9	1.3	40.3	51.6	28%	18,000	19,000	6%					X
N-477	NS	NS	Decatur	IL	Moberly	MO	0.0	10.8	17.3	6.5	15.9	28.1	77%	3,000	7,000	133%					X
Indiana																					
C-023	CSX	CSX	Pine Jct	IN	Barr Yd	IL	0.0	30.0	31.7	1.7	42.0	60.2	43%	20,000	20,000	0%	X				
C-475	CSX	CSX	Hillsdale	IN	Chrisman	IL	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%					X
N-045	NS	NS	Lafayette Jct	IN	Tilton	IL	0.0	23.6	41.0	17.4	29.8	53.6	80%	10,000	46,000	360%	X	X		X	X
N-047	CR	NS	Indiana Harbor	IN	South Chgo	IL	16.0	43.1	48.2	5.1	84.5	119.2	41%	75,000	66,000	-12%	X		X		
C-020	CR	CSX	Adams	IN	Ft Wayne	IN	0.0	5.9	13.9	8.0	3.4	18.8	460%	1,000	1,000	0%	X	X		X	
C-022	CR	CSX	Ft. Wayne	IN	Warsaw	IN	0.0	2.4	6.4	4.0	4.0	12.6	214%	0	0	-	X	X			
C-024	CR	CSX	Tolleston	IN	Clark Jct	IN	0.0	0.0	5.0	5.0	0.0	12.2	1000%	0	0	-	X	X			
C-025	CSX	CSX	Vincennes	IN	Evansville	IN	0.0	22.3	28.8	6.5	44.7	78.4	75%	20,000	28,000	40%	X	X		X	X
C-026	CR	CSX	Warsaw	IN	Tolleston	IN	0.0	1.0	5.0	4.0	4.0	12.2	206%	0	0	-	X	X			
C-027	CSX	CSX	Willow Creek	IN	Pine Jct	IN	2.0	20.1	34.6	14.5	34.2	66.3	94%	16,000	27,000	69%	X	X	X	X	X

(1) 1000% is reported for Percent Change where pre acq. is 0 and "post" acq. is > 0.
(2) Segments that have endpoints in more than one state are listed under the state of origin.

TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Site ID							Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
	Pre Acq. (1995)	Post / acq.	From		To		Average Daily Freight Trains				Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Pass. Train	Freight Train	Hazardous Materials Transport
							Pagr. Trains	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
C-254	CSX	CSX	Munster	IN	Monon	IN	1.4	2.5	2.5	0.0	3.0	3.5	19%	1,000	3,000	200%					X
C-255	CSX	CSX	Monon	IN	Lafayette	IN	1.4	3.0	3.0	0.0	3.8	4.7	25%	1,000	3,000	200%					X
C-256	CSX	CSX	Lafayette	IN	Crawfordsville	IN	1.4	7.6	7.6	0.0	8.9	9.5	7%	1,000	3,000	200%					X
C-265	CSX	CSX	Terre Haute	IN	Vincennes	IN	0.0	22.6	26.5	5.9	40.3	62.8	56%	18,000	22,000	22%					X
C-674	CR	CSX	Indianapolis	IN	Kraft	IN	1.4	7.8	9.8	2.0	9.0	9.5	5%	0	0	-			X		
C-675	CR	CSX	Kraft	IN	Avon	IN	1.4	9.6	11.6	2.0	9.0	9.9	10%	0	0	-			X		
C-676	CR	CSX	Avon	IN	Clermont	IN	1.4	8.8	10.9	2.1	12.3	13.1	6%	0	3,000	1000%					X
C-677	CR	CSX	Clermont	IN	Crawfordsville	IN	1.4	7.4	9.5	2.1	11.8	12.0	1%	0	3,000	1000%					X
C-693	CR	CSX	Willow Creek	IN	Ivanhoe	IN	0.0	9.6	13.4	3.8	21.3	26.5	24%	4,000	5,000	25%					X
N-040	NS	NS	Alexandria	IN	Muncie	IN	0.0	2.6	11.8	9.2	5.6	26.3	370%	0	18,000	1000%	X	X		X	X
N-041	NS	NS	Butler	IN	Ft Wayne	IN	0.0	13.6	27.3	13.7	16.8	33.4	99%	5,000	28,000	460%	X	X		X	X
N-042	CR	NS	Control Pt 501	IN	Indiana Hbr	IN	14.0	45.4	63.3	17.9	89.1	134.2	51%	75,000	65,000	-13%	X	X	X	X	
N-043	NS	NS	Ft Wayne TC	IN	Ft Wayne Yard	IN	0.0	6.6	9.6	3.0	3.1	7.2	132%	0	0	-	X	X			
N-044	NS	NS	Ft Wayne	IN	Peru	IN	0.0	19.0	34.9	15.9	23.3	46.7	100%	11,000	47,000	327%	X	X		X	X
N-046	NS	NS	Peru	IN	Lafayette Jct	IN	0.0	18.4	40.2	21.8	23.9	50.8	113%	11,000	47,000	327%	X	X		X	X
N-305	CR	NS	Goshen	IN	Alexandria	IN	0.0	4.7	6.8	2.1	13.5	19.9	47%	12,000	16,000	33%					X
N-485	NS	NS	Muncie	IN	Ivorydale	OH	0.0	20.6	20.5	-0.1	34.4	40.9	19%	15,000	24,000	60%					X
C-021	CSX	CSX	Evansville	IN	Amqui	TN	0.0	23.4	30.7	7.3	48.3	73.8	53%	22,000	31,000	41%	X	X		X	X
Kentucky																					
C-295	CSX	CSX	Corbin	KY	Cartersville	GA	0.0	27.3	26.1	-1.2	53.7	52.7	-2%	5,000	7,000	40%					X
C-241	CSX	CSX	Russell	KY	NJ Cabin	KY	0.9	20.8	18.8	-2.0	67.3	68.4	2%	23,000	24,000	4%					X
C-242	CSX	CSX	NJ Cabin	KY	Covington	KY	0.9	7.5	8.8	1.1	26.8	30.5	14%	15,000	13,000	-13%			X		
C-272	CSX	CSX	Anchorage	KY	Winchester	KY	0.0	2.6	3.3	0.7	3.3	4.6	39%	0	1,000	1000%					X
C-287	CSX	CSX	Latonia	KY	Anchorage	KY	0.0	15.0	10.7	-4.3	31.0	27.0	-13%	10,000	16,000	60%					X
C-288	CSX	CSX	Anchorage	KY	Louisville	KY	0.0	20.6	16.3	-4.3	35.3	34.6	-2%	11,000	17,000	55%					X
C-291	CSX	CSX	Covington	KY	Latonia	KY	0.0	30.3	26.9	-3.4	57.4	58.9	3%	18,000	24,000	33%					X
C-293	CSX	CSX	Winchester	KY	Sinks	KY	0.0	24.6	23.3	-1.3	40.2	41.8	4%	5,000	7,000	40%					X
C-294	CSX	CSX	Sinks	KY	Corbin	KY	0.0	22.9	21.6	-1.3	40.6	41.4	2%	5,000	7,000	40%					X
N-415	NS	NS	Louisville	KY	SJ Jct	KY	0.0	13.7	11.2	-2.5	24.8	23.3	-6%	14,000	16,000	14%					X
C-230	CSX	CSX	NJ Cabin	KY	Columbus	OH	0.0	11.7	11.4	-0.3	40.2	41.9	4%	4,000	10,000	150%					X
C-289	CSX	CSX	Louisville	KY	Amqui	TN	0.0	18.8	19.4	0.6	35.4	32.1	-9%	11,000	15,000	36%					X
N-327	NS	NS	SJ Jct	KY	Harriman	TN	0.0	37.9	35.0	-2.9	71.5	71.2	0%	34,000	38,000	12%					X
Louisiana																					
N-346	NS	NS	Oliver Jct	LA	Oliver Yd	LA	0.0	15.0	18.1	3.1	28.6	30.6	7%	38,000	39,000	3%					X
Massachusetts																					
C-721	CR	CSX	Framingham	MA	Westboro	MA	14.0	15.3	14.4	-0.9	20.6	24.6	19%	8,000	9,000	13%					X
C-722	CR	CSX	Westboro	MA	Worcester	MA	14.0	15.3	14.4	-0.9	23.6	25.6	9%	8,000	9,000	13%					X

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TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

Site ID						Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
	Pre Acq. (1995)	Post Acq.	From		To	Pgr. Trains	Average Daily Freight Trains			Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Pgr. Train	Freight Train	Hazardous Materials Transport
							Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
Maryland																				
C-030	CSX	CSX	Alexandria Jct	MD	Benning	DC	0.0	18.7	24.3	5.6	40.3	51.3	27%	20,000	22,000	10%	X			X
C-031	CSX	CSX	Alexandria Jct	MD	Washington	DC	22.0	23.9	30.8	6.9	34.5	56.1	63%	2,000	12,000	500%	X		X	X
C-035	CR	CSX	Landover	MD	Anacostia	DC	0.0	3.4	9.1	5.7	5.0	10.9	117%	0	4,000	1000%	X	X		X
C-032	CSX	CSX	Baltimore	MD	Relay	MD	22.0	39.6	42.7	3.1	63.7	70.5	11%	13,000	15,000	15%	X		X	X
C-034	CSX	CSX	Jessup	MD	Alexandria Jct	MD	22.0	33.4	37.1	3.7	48.0	69.7	45%	9,000	19,000	111%	X		X	X
C-037	CSX	CSX	Relay	MD	Jessup	MD	22.0	33.1	37.0	3.9	45.8	57.8	26%	9,000	17,000	89%	X		X	X
S-010	AMTK	AMTK	Baltimore	MD	Bowie	MD	117.0	2.4	7.7	5.3	24.7	36.7	49%	0	4,000	1000%	X		X	X
S-011	AMTK	AMTK	Bowie	MD	Landover	MD	117.0	3.2	9.3	6.1	28.5	43.0	51%	0	4,000	1000%	X		X	X
S-238	AMTK	AMTK	Perryville	MD	Baltimore	MD	88.0	14.3	15.6	1.3	41.9	44.9	7%	2,000	4,000	100%			X	X
C-033	CSX	CSX	Cumberland	MD	Sinns	PA	2.0	27.4	32.5	5.1	40.7	53.9	33%	15,000	11,000	-27%	X		X	
C-036	CSX	CSX	Pt of Rocks	MD	Harpers Ferry	WV	25.0	33.3	41.6	8.3	58.0	75.6	30%	16,000	12,000	-25%	X	X	X	X
Michigan																				
N-476	NS	NS	Oakwood	MI	Butler	IN	0.0	15.2	17.3	2.1	18.3	22.5	23%	6,000	9,000	50%				X
C-218	CSX	CSX	Saginaw	MI	Flint	MI	0.0	10.0	12.2	2.2	10.3	12.1	18%	3,000	5,000	67%				X
C-219	CSX	CSX	Flint	MI	Holly	MI	0.0	12.8	14.0	1.2	14.5	17.8	22%	11,000	13,000	18%				X
C-220	CSX	CSX	Holly	MI	Wixom	MI	0.0	11.3	12.5	1.2	14.5	17.4	20%	11,000	13,000	18%				X
C-221	CSX	CSX	Wixom	MI	Plymouth	MI	0.0	12.2	12.9	0.7	16.3	18.5	14%	12,000	13,000	8%				X
C-222	CSX	CSX	Plymouth	MI	Wayne	MI	0.0	23.6	26.5	2.9	51.0	53.0	4%	14,000	20,000	43%				X
C-223	CSX	CSX	Wayne	MI	Carleton	MI	0.0	22.8	24.8	2.0	44.0	57.4	30%	14,000	20,000	43%				X
S-020	CR	SHARED	Carleton	MI	Ecorse	MI	0.0	2.0	11.2	9.2	0.5	14.5	2802%	0	1,000	1000%	X	X		X
S-021	CR	SHARED	West Detroit	MI	North Yard	MI	0.0	7.9	13.2	5.3	6.2	13.6	119%	3,000	3,000	0%	X	X		
S-022	CR	SHARED	West Detroit	MI	Delray	MI	0.0	12.7	16.5	3.8	11.4	17.5	53%	3,000	3,000	0%	X			
S-209	CR	SHARED	Delray	MI	Trenton	MI	0.0	14.8	16.5	1.7	27.9	24.0	-14%	2,000	3,000	50%				X
S-210	CR	SHARED	West Detroit	MI	Dearborn	MI	6.0	1.6	3.4	1.8	3.2	3.2	0%	1,000	0	-100%			X	
C-040	CSX	CSX	Carleton	MI	Toledo	OH	0.0	21.9	33.1	11.2	40.0	64.2	61%	13,000	21,000	62%	X	X		X
Missouri																				
N-478	NS	NS	Moberly	MO	CA Jct	MO	0.0	18.6	25.9	7.3	27.7	39.4	42%	6,000	10,000	67%				X
N-479	NS	NS	CA Jct	MO	N Kansas City	MO	0.0	30.0	31.3	1.3	50.8	56.3	11%	6,000	8,000	33%				X
Mississippi																				
N-344	NS	NS	Meridian	MS	Oliver Jct	LA	2.0	9.1	13.5	4.4	21.0	22.0	5%	25,000	23,000	-8%			X	
North Carolina																				
C-330	CSX	CSX	Charlotte	NC	Bostic	NC	0.0	7.6	7.6	0.0	15.3	16.9	10%	6,000	8,000	33%				X
C-334	CSX	CSX	Weldon	NC	Rocky Mt	NC	10.0	19.6	25.5	5.9	19.9	55.9	12%	23,000	24,000	4%			X	X
C-335	CSX	CSX	Rocky Mt	NC	Contentnea	NC	10.0	19.6	22.1	2.5	50.3	53.2	6%	17,000	21,000	24%			X	X
C-336	CSX	CSX	Contentnea	NC	Selma	NC	10.0	18.2	21.0	2.8	44.4	45.1	2%	17,000	21,000	24%			X	X
C-337	CSX	CSX	Selma	NC	Fayetteville	NC	6.0	20.4	21.6	1.2	44.8	45.0	0%	19,000	21,000	11%			X	X
C-338	CSX	CSX	Fayetteville	NC	Pembroke	NC	6.0	22.1	22.2	0.1	43.9	45.4	3%	19,000	24,000	26%				X

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Site ID							Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
	Pre Acq. (1995)	Post Acq.	From		To	Pgr. Trains	Average Daily Freight Trains				Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Pgr. Train	Freight Train	Hazardous Materials Transport
							Pre Acq.	Post Acq.	Change		Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
C-350	CSX	CSX	Hamlet	NC	Monroe	NC	0.0	20.4	23.0	2.6	41.5	43.1	4%	26,000	35,000	35%					X
N-319	NS	NS	Greensboro	NC	Linwood	NC	6.0	20.2	18.3	-1.9	32.4	38.2	18%	21,000	25,000	19%					X
N-347	NS	NS	Greensboro	NC	Raleigh Yd	NC	4.0	5.0	5.1	0.1	10.3	10.2	-1%	11,000	12,000	9%					X
N-353	NS	NS	Greensboro	NC	New Bern	NC	0.0	0.9	0.9	0.0	0.1	0.1	0%	0	5,000	1000%					X
N-360	NS	NS	Salisbury	NC	Asheville	NC	0.0	6.6	5.4	-1.2	16.7	14.8	-11%	8,000	10,000	25%					X
C-339	CSX	CSX	Pembroke	NC	Dillon	SC	6.0	15.7	17.2	1.5	22.8	28.2	24%	6,000	7,000	17%			X		X
C-351	CSX	CSX	Monroe	NC	Clinton	SC	0.0	13.1	15.6	2.5	22.5	28.9	29%	14,000	27,000	93%					X
C-357	CSX	CSX	Hamlet	NC	Mcbee	SC	2.0	3.4	3.3	-0.1	5.2	5.6	7%	4,000	6,000	50%					X
N-361	NS	NS	Asheville	NC	Leadvale	TN	0.0	8.4	7.6	-0.8	23.2	22.1	-5%	8,000	11,000	38%					X
New Jersey																					
C-769	CR	CSX	Trenton	NJ	Port Reading	NJ	0.0	15.7	11.4	-4.3	17.0	15.6	-8%	7,000	18,000	157%					X
N-050	CR	NS	Croxtan	NJ	Ridgewood Jct	NJ	64.0	4.7	7.9	3.2	14.8	22.3	51%	0	0	-	X		X		
N-209	CR	NS	Oak Island	NJ	E Rail T V	NJ	0.0	10.4	15.2	4.8	15.1	18.4	22%	13,000	20,000	54%					X
S-030	AMTK	AMTK	Lane	NJ	Union	NJ	277.0	3.4	11.0	7.6	58.6	75.6	29%	6,000	9,000	50%	X		X		X
S-032	CR	SHARED	PN	NJ	Bayway	NJ	0.0	10.9	16.2	5.3	10.0	16.2	62%	10,000	22,000	120%	X				X
S-033	AMTK	AMTK	Union	NJ	Midway	NJ	189.0	3.4	11.0	7.6	41.4	58.4	41%	6,000	8,000	33%	X		X		X
S-212	CR	SHARED	N Bergen	NJ	Ridgefield Hts	NJ	0.0	23.1	22.1	-1.0	40.5	42.1	4%	21,000	29,000	38%					X
S-217	CR	SHARED	Bayway	NJ	PD	NJ	0.0	6.0	7.7	1.7	7.0	10.3	47%	6,000	8,000	33%					X
S-218	CR	SHARED	PD	NJ	Wood	NJ	0.0	4.0	4.0	0.0	3.6	3.6	1%	0	2,000	1000%					X
S-220	CR	SHARED	Nave	NJ	CP Green	NJ	0.0	18.5	16.5	-2.0	25.2	25.4	1%	14,000	24,000	71%					X
S-221	CR	SHARED	Nave	NJ	Croxtan	NJ	0.0	18.5	15.5	-3.0	25.2	25.1	0%	14,000	24,000	71%					X
S-222	CR	SHARED	Green	NJ	Oak Island	NJ	0.0	18.5	15.5	-3.0	25.2	27.9	11%	14,000	25,000	79%					X
S-223	CR	SHARED	Hack	NJ	Croxtan	NJ	0.0	17.7	8.2	-9.5	17.2	8.3	-52%	2,000	5,000	150%					X
S-224	CR	SHARED	Croxtan	NJ	North Bergen	NJ	0.0	19.1	19.2	0.1	25.1	28.4	13%	17,000	23,000	35%					X
S-229	CR	SHARED	Pt Reading Jct	NJ	Port Reading	NJ	0.0	3.6	5.3	1.7	5.5	7.8	43%	4,000	5,000	25%					X
S-230	CR	SHARED	NK	NJ	Boundbrook	NJ	56.0	36.0	25.5	-10.5	46.4	42.7	-8%	25,000	30,000	20%					X
S-231	CR	SHARED	Boundbrook	NJ	Pt Reading Jct	NJ	0.0	34.2	27.4	-6.8	44.2	45.5	3%	29,000	31,000	7%					X
C-758	CR	CSX	Ridgefield Heights	NJ	Newburgh	NY	0.0	23.6	24.8	1.2	40.5	48.4	19%	21,000	29,000	38%					X
N-064	CR	NS	Ridgewood Jct	NJ	Suffern	NY	94.0	7.6	10.6	3.0	23.2	51.8	123%	0	0	-	X	X	X		X
S-031	AMTK	AMTK	Midway	NJ	Morrisville	PA	175.0	3.4	11.0	7.6	37.2	54.2	46%	3,000	5,000	67%	X		X		X
New York																					
C-050	CR	CSX	Buffalo	NY	CP Sycamore	NY	0.0	13.5	18.5	5.0	16.0	24.0	50%	0	0	-	X				X
C-051	CR	CSX	Chili	NY	Frontier	NY	7.1	40.6	45.9	5.3	79.7	92.1	16%	33,000	40,000	21%	X		X		
C-052	CR	CSX	CP Sycamore	NY	Black Rock	NY	0.0	21.5	26.5	5.0	32.0	42.0	31%	20,000	17,000	-15%	X				
C-053	CR	CSX	Hoffmans	NY	Utica	NY	7.4	38.3	44.8	6.5	76.2	88.8	17%	33,000	40,000	21%	X		X		X
C-054	CR	CSX	Selkirk	NY	Hoffmans	NY	0.0	38.7	45.2	6.5	78.5	88.4	13%	33,000	40,000	21%	X				X
C-687	CR	CSX	Buffalo	NY	Draw	NY	2.0	55.8	58.5	2.7	91.8	110.0	20%	40,000	44,000	10%			X		X
C-688	CR	CSX	Draw	NY	Buff Crk Jct	NY	2.0	55.8	52.5	-3.3	97.3	101.3	4%	40,000	44,000	10%					X

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Site ID	Pre Acq. (1995) Post Acq.		From		To	Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
						Psg. Trains	Average Daily Freight Trains			Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport
							Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
C-689	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	2.0	55.8	52.5	-3.3	103.8	101.3	-2%	43,000	47,000	9%				X
C-735	CR	CSX	Utica	NY	Syracuse	NY	9.0	36.9	43.4	6.5	77.5	88.5	14%	37,000	40,000	8%			X	X
C-736	CR	CSX	Syracuse	NY	Syracuse Jct	NY	9.0	40.0	46.6	6.6	81.6	89.3	9%	31,000	40,000	29%			X	X
C-737	CR	CSX	Syracuse Jct	NY	Solvay	NY	9.0	38.2	44.8	6.6	80.1	91.1	14%	31,000	39,000	26%			X	X
C-738	CR	CSX	Solvay	NY	Lyons	NY	9.0	39.5	44.8	5.3	79.7	91.1	14%	32,000	39,000	22%			X	X
C-739	CR	CSX	Lyons	NY	Fairport	NY	9.0	39.8	45.1	5.3	79.7	90.9	14%	32,000	39,000	22%			X	X
C-740	CR	CSX	Fairport	NY	Rochester	NY	9.0	31.8	36.5	4.7	66.0	72.8	10%	29,000	36,000	24%			X	X
C-741	CR	CSX	Rochester	NY	Chili	NY	9.0	33.4	36.9	3.5	69.0	76.0	10%	30,000	38,000	27%			X	X
C-742	CR	CSX	Frontier	NY	Buffalo	NY	9.0	52.8	49.5	-3.3	100.6	98.0	-3%	43,000	44,000	2%				X
C-759	CR	CSX	Newburgh	NY	Selkirk	NY	0.0	22.2	23.4	1.2	42.4	48.0	13%	21,000	29,000	38%				X
N-060	CR	NS	Corning	NY	Geneva	NY	0.0	0.2	1.6	1.4	0.2	1.2	500%	0	0	-	X	X		
N-061	CR	NS	Ebenezer Jct	NY	Buffalo	NY	0.0	0.0	11.4	11.4	0.0	18.7	62233%	0	18,000	1000%	X	X		X
N-062	CR	NS	Suffern	NY	Campbell Hall	NY	18.0	4.7	4.7	0.0	8.2	11.3	38%	0	18,000	1000%	X			X
N-063	CR	NS	Campbell Hall	NY	Port Jervis	NY	18.0	7.9	9.0	1.1	14.4	17.6	22%	0	18,000	1000%		X		X
N-065	CR	NS	Corning	NY	Buffalo	NY	0.0	13.6	20.6	7.0	22.8	29.0	27%	2,000	16,000	700%	X			X
N-245	CR	NS	Port Jervis	NY	Binghamton	NY	0.0	7.9	9.0	1.1	11.5	14.6	27%	0	18,000	1000%	X			X
N-246	CR	NS	Binghamton	NY	Waverly	NY	0.0	13.0	19.9	6.9	19.1	28.0	47%	0	18,000	1000%				X
N-247	CR	NS	Waverly	NY	Corning	NY	0.0	16.4	21.4	5.0	22.5	31.1	38%	0	18,000	1000%				X
N-473	NS	NS	Buffalo	NY	Black Rock	NY	0.0	10.6	5.1	-5.5	14.3	6.0	-58%	0	2,000	1000%				X
C-690	CR	CSX	Buff Seneca	NY	Ashtabula	OH	2.0	50.1	49.6	-0.5	102.6	100.2	-2%	40,000	44,000	10%				X
N-070	NS	NS	Buffalo Fw	NY	Ashtabula	OH	0.0	13.0	25.1	12.1	19.6	42.7	118%	8,000	26,000	225%	X	X		X
Ohio																				
C-062	CR	CSX	Bucyrus	OH	Adams	IN	0.0	5.9	13.9	8.0	3.7	18.8	412%	4,000	4,000	0%	X	X		X
C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	2.0	21.4	47.7	26.3	44.6	94.1	111%	16,000	34,000	113%	X	X	X	X
C-258	CSX	CSX	Hamilton	OH	Indianapolis	IN	0.9	3.0	5.0	2.0	6.0	8.0	34%	1,000	6,000	500%			X	X
C-290	CSX	CSX	Cincinnati	OH	Covington	KY	0.9	35.9	33.6	-2.3	75.8	81.0	7%	33,000	37,000	12%				X
N-326	NS	NS	Cincinnati	OH	SJ Jct	KY	0.0	31.0	28.0	-3.0	53.7	55.9	4%	22,000	32,000	45%				X
C-060	CR	CSX	Ashtabula	OH	Quaker	OH	2.0	48.3	53.0	4.7	102.8	107.8	5%	39,000	45,000	15%	X		X	X
C-061	CR	CSX	Berea	OH	Greenwich	OH	0.0	14.5	53.0	38.5	30.9	108.4	250%	16,000	46,000	188%	X	X		X
C-063	CSX	CSX	Cincinnati	OH	Hamilton	OH	1.0	28.2	31.2	3.0	55.3	64.1	16%	22,000	29,000	32%	X		X	X
C-064	CR	CSX	Crestline	OH	Bucyrus	OH	0.0	6.5	14.5	8.0	3.7	19.0	417%	4,000	4,000	0%	X	X		X
C-065	CSX	CSX	Deshler	OH	Toledo	OH	0.0	0.6	14.2	13.6	0.3	49.8	15913%	0	14,000	1000%	X	X		X
C-067	CR	CSX	Greenwich	OH	Crestline	OH	0.0	14.5	30.1	15.6	30.9	58.3	88%	16,000	16,000	0%	X	X		X
C-068	CSX	CSX	Greenwich	OH	Willard	OH	2.0	32.5	55.2	22.7	35.8	109.4	96%	17,000	55,000	224%	X	X	X	X
C-069	CR	CSX	Marcy	OH	Short	OH	0.0	16.4	43.8	27.4	26.0	95.4	267%	4,000	41,000	925%	X	X		X
C-070	CSX	CSX	Marion	OH	Fostoria	OH	0.0	17.8	27.4	9.6	40.0	62.5	56%	3,000	23,000	667%	X	X		X
C-071	CR	CSX	Marion	OH	Ridgeway	OH	0.0	16.1	31.8	15.7	39.0	51.2	31%	32,000	27,000	-16%	X	X		X
C-072	CR	CSX	Mayfield	OH	Marcy	OH	0.0	3.4	43.8	40.4	9.0	93.0	933%	0	41,000	1000%	X	X		X

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TABLE 2-2
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Site ID							Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
	Pre Acq. (1995)	Post Acq.	From		To		Average Daily Freight Trains				Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Pgr. Train	Freight Train	Hazardous Materials Transport
							Pgr. Trains	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
C-073	CR	CSX	Quaker	OH	Mayfield	OH	0.0	6.8	43.8	37.0	9.0	93.0	933%	0	41,000	1000%	X	X		X	X
C-074	CR	CSX	Short	OH	Berea	OH	0.0	13.4	45.3	31.9	15.0	101.6	578%	4,000	39,000	875%	X	X		X	X
C-075	CSX	CSX	Willard	OH	Fostoria	OH	2.0	32.5	54.0	21.5	55.8	109.8	97%	18,000	43,000	139%	X	X	X	X	X
C-204	CSX	CSX	Youngstown	OH	Sterling	OH	2.0	32.6	33.9	1.3	53.8	66.5	24%	16,000	16,000	0%			X		
C-205	CSX	CSX	Sterling	OH	Greenwich	OH	2.0	32.5	32.9	0.4	54.8	62.1	13%	17,000	21,000	24%					X
C-206	CSX	CSX	Fostoria	OH	Deshler	OH	2.0	34.0	37.9	3.9	61.0	70.0	15%	12,000	21,000	75%			X		X
C-224	CSX	CSX	Hamilton	OH	Dayton	OH	0.0	25.4	26.5	1.1	49.9	50.4	1%	20,000	22,000	10%					X
C-225	CSX	CSX	Dayton	OH	Sidney	OH	0.0	22.6	24.6	2.0	44.3	62.8	42%	20,000	21,000	5%					X
C-228	CSX	CSX	Fostoria	OH	Toledo	OH	0.0	33.3	37.4	4.1	66.7	79.3	19%	7,000	25,000	257%					X
C-229	CSX	CSX	Columbus	OH	Marion	OH	0.0	17.8	17.4	-0.4	40.0	44.0	10%	4,000	12,000	200%					X
N-071	NS	NS	Bucyrus	OH	Bellevue	OH	0.0	26.0	34.5	8.5	58.3	81.2	39%	13,000	17,000	31%	X	X		X	X
N-072	NS	NS	Vermilion	OH	Bellevue	OH	0.0	15.6	27.0	11.4	30.6	50.1	64%	9,000	15,000	67%	X	X		X	X
N-073	NS	NS	Fairgrounds (Cols)	OH	Bucyrus	OH	0.0	26.0	34.3	8.3	54.2	76.3	41%	13,000	24,000	85%	X	X		X	X
N-074	CR	NS	Cleveland	OH	Shortline Jct	OH	0.0	2.0	4.2	2.2	0.7	11.5	1543%	0	6,000	1000%	X	X			X
N-075	NS	NS	Ashtabula	OH	Cleveland	OH	0.0	13.0	36.6	23.6	19.9	62.4	214%	0	37,000	429%	X	X		X	X
N-076	NS	NS	Ivorydale	OH	Cincinnati	OH	0.0	31.3	36.0	4.7	49.6	65.0	31%	18,000	33,000	83%	X				X
N-077	CR	NS	Oak Harbor	OH	Miami	OH	4.0	48.0	61.5	13.5	99.9	120.3	20%	82,000	74,000	-10%	X	X	X	X	
N-078	CR	NS	Dayton	OH	Ivorydale	OH	0.0	11.7	19.5	7.8	24.3	35.0	44%	6,000	7,000	17%	X				X
N-079	NS	NS	Oak Harbor	OH	Bellevue	OH	0.0	7.7	27.2	19.5	17.2	49.0	185%	3,000	18,000	500%	X	X		X	X
N-080	NS	NS	Cleveland	OH	Vermilion	OH	0.0	13.5	34.1	20.6	25.5	46.2	81%	9,000	32,000	256%	X	X		X	X
N-081	CR	NS	White	OH	Cleveland	OH	2.0	12.5	29.7	17.2	25.9	59.9	131%	12,000	34,000	183%	X	X	X	X	X
N-082	CR	NS	Youngstown	OH	Ashtabula	OH	0.0	11.7	23.8	12.1	31.0	54.5	76%	2,000	11,000	450%	X	X		X	X
N-084	CR	NS	Alliance	OH	White	OH	2.0	26.4	30.1	3.7	57.5	60.3	5%	29,000	33,000	14%	X		X		X
N-085	NS	NS	Bellevue	OH	Sandusky Dock	OH	0.0	1.4	12.9	11.5	5.9	14.6	147%	0	0	-	X	X		X	
N-086	CR	NS	Miami	OH	Airline	OH	4.0	55.4	64.0	8.6	112.4	123.0	9%	86,000	80,000	-7%	X	X	X	X	
N-287	CR	NS	Columbus	OH	Charleston	WV	0.0	4.1	3.4	-0.7	9.5	8.7	-8%	7,000	8,000	14%					X
Pennsylvania																					
C-084	CSX	CSX	RG	PA	Wilmsere	DE	0.0	22.9	26.4	3.5	39.7	49.0	23%	11,000	16,000	45%	X				X
S-040	AMTK	AMTK	Arsenal	PA	Davis	DE	131.0	2.3	10.5	8.2	28.4	46.4	63%	13,000	17,000	31%	X	X	X	X	X
C-768	CR	CSX	CP Wood	PA	Trenton	NJ	48.0	14.3	10.0	-4.3	16.7	15.6	-7%	6,000	18,000	200%					X
N-227	CR	NS	Frankford Jct	PA	Pavonia	NJ	28.0	4.7	5.7	1.0	18.6	14.2	-24%	13,000	6,000	-54%			X		
S-233	CR	SHARED	Phil Frankfort	PA	Camden	NJ	0.0	7.8	10.7	2.9	13.3	17.2	29%	8,000	11,000	38%					X
C-081	CSX	CSX	New Castle	PA	Youngstown	OH	2.0	32.6	39.6	7.0	53.8	78.5	46%	16,000	16,000	0%	X		X		
N-095	CR	NS	Rochester	PA	Youngstown	OH	0.0	12.6	17.7	5.1	31.8	37.1	17%	2,000	11,000	450%	X				X
C-080	CR	CSX	Field	PA	Belmont	PA	0.0	8.2	15.8	7.6	11.2	20.0	80%	0	5,000	1000%	X				X
C-082	CSX	CSX	Rankin Jct	PA	New Castle	PA	0.0	28.9	38.3	9.4	41.3	72.1	74%	16,000	12,000	-25%	X	X		X	
C-083	CR	CSX	RG	PA	Field	PA	0.0	0.0	16.0	16.0	0.0	16.5	1000%	0	6,000	1000%	X	X		X	X
C-085	CSX	CSX	Sinns	PA	Brownsville	PA	0.0	1.5	10.8	9.3	2.0	23.3	1055%	0	0	-	X	X		X	

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Site ID							Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
	Pre Acq. (1995)	Post Acq.	From		To	Pgr. Trains	Average Daily Freight Trains			Change	Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Pgr. Train	Freight Train	Hazardous Materials Transport
							Pre Acq.	Post Acq.	Change		Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
C-086	CSX	CSX	Sinns	PA	Rankin Jct	PA	2.0	30.8	40.2	9.4	40.3	71.6	77%	15,000	11,000	-27%	X	X	X	X	
C-764	CR	CSX	Park Jct	PA	Belmont	PA	0.0	17.0	18.3	1.3	33.2	34.4	4%	22,000	33,000	50%					X
C-765	CR	CSX	Belmont	PA	West Falls	PA	0.0	24.5	17.1	2.6	44.3	50.1	13%	23,000	36,000	57%					X
C-766	CR	CSX	West Falls	PA	CP Newtown Jct	PA	0.0	1.1	1.4	0.3	13.2	15.6	18%	5,000	19,000	280%					X
C-767	CR	CSX	CP Newtown Jct	PA	CP Wood	PA	48.0	12.0	11.4	-0.6	15.4	15.6	1%	6,000	19,000	217%					X
N-090	CR	NS	Rutherford	PA	Harrisburg	PA	0.0	44.3	57.9	13.6	85.8	89.6	4%	72,000	55,000	-24%	X	X		X	
N-092	CR	NS	Harrisburg	PA	Marysville	PA	4.0	42.4	49.1	6.7	85.2	100.6	18%	72,000	45,000	-38%	X		X		
N-093	CR	NS	Harrisburg	PA	Shocks	PA	0.0	2.2	6.0	3.8	2.8	6.8	143%	0	1,000	1000%	X	X			X
N-094	CR	NS	WM Jct	PA	Rutherford	PA	0.0	42.4	49.7	7.3	86.8	91.0	5%	71,000	47,000	-34%	X				
N-203	CR	NS	Bethlehem	PA	Allentown	PA	0.0	17.2	13.3	-3.9	24.8	22.8	-8%	8,000	11,000	38%					X
N-204	CR	NS	Allentown	PA	Burn	PA	0.0	24.9	21.3	-3.6	49.7	56.0	13%	31,000	33,000	6%					X
N-216	CR	NS	Reading	PA	Reading Belt Jct	PA	0.0	6.0	4.9	-1.1	8.5	12.4	46%	4,000	10,000	150%					X
N-223	CR	NS	Zoo	PA	Arsenal	PA	0.0	5.4	9.3	3.9	7.1	14.7	107%	1,000	8,000	700%					X
N-225	CR	NS	Eastwick	PA	Marcus Hook	PA	0.0	3.0	7.8	4.8	7.0	11.7	67%	5,000	8,000	60%					X
N-263	CR	NS	Pitcairn	PA	Jacks Run	PA	4.0	32.8	36.6	3.8	70.2	70.7	1%	60,000	43,000	-28%			X		
S-041	AMTK	AMTK	Morrisville	PA	Zoo	PA	145.0	3.4	7.1	3.7	32.9	41.2	25%	4,000	8,000	100%	X		X		X
S-042	CR	SHARED	South Philadelphia	PA	Field	PA	0.0	8.2	21.1	12.9	6.3	25.5	303%	1,000	7,000	600%	X	X		X	X
S-232	CR	SHARED	Park Jct	PA	Phil Frankfort	PA	0.0	7.8	10.7	2.9	13.5	17.2	27%	8,000	11,000	38%					X
N-091	CR/NS	NS	Harrisburg	PA	Riverton Jct	VA	0.0	11.1	19.6	8.5	18.5	33.7	82%	12,000	11,000	-8%	X	X		X	
South Carolina																					
C-345	CSX	CSX	Yemassee	SC	Savannah	GA	6.0	12.2	16.1	3.9	27.1	32.7	21%	7,000	6,000	-14%			X		
C-353	CSX	CSX	Greenwood	SC	Athens	GA	0.0	16.1	18.8	2.7	28.3	30.6	8%	21,000	27,000	29%					X
N-359	NS	NS	Columbia	SC	Millen	GA	0.0	6.0	5.2	-0.8	11.9	8.3	-30%	2,000	4,000	100%					X
C-340	CSX	CSX	Dillon	SC	Florence	SC	6.0	15.6	19.0	3.4	33.7	34.6	3%	9,000	8,000	-11%			X		
C-341	CSX	CSX	Florence	SC	Lane	SC	6.0	12.7	16.6	3.9	28.8	31.2	8%	8,000	7,000	-13%			X		
C-342	CSX	CSX	Lane	SC	St Stephen	SC	6.0	16.2	19.9	3.7	33.4	35.6	7%	9,000	7,000	-22%			X		
C-343	CSX	CSX	St Stephen	SC	Ashley Jct	SC	6.0	12.7	16.5	3.8	29.0	31.0	7%	9,000	7,000	-22%			X		
C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	6.0	16.7	20.6	3.9	32.4	37.9	17%	8,000	10,000	25%			X		X
C-352	CSX	CSX	Clinton	SC	Greenwood	SC	0.0	17.1	19.6	2.5	28.3	30.1	7%	16,000	27,000	69%					X
C-358	CSX	CSX	Mcbee	SC	Columbia	SC	2.0	4.4	4.4	0.0	5.4	5.9	9%	4,000	6,000	50%					X
Tennessee																					
C-266	CSX	CSX	Nashville	TN	Decatur	AL	0.0	21.7	23.4	1.7	41.1	60.4	47%	22,000	32,000	45%					X
N-341	NS	NS	Wauhatchie	TN	Attalla	AL	0.0	6.5	11.9	5.4	20.1	23.4	16%	10,000	13,000	30%	X				X
N-395	NS	NS	Wauhatchie	TN	Sheffield	AL	0.0	10.2	10.8	0.6	24.7	29.4	19%	10,000	14,000	40%					X
N-330	NS	NS	Ooltewah	TN	Cohutta	GA	0.0	27.9	33.4	5.5	52.2	59.0	13%	16,000	20,000	25%					X
C-090	CSX	CSX	Amqui	TN	Nashville	TN	0.0	40.8	48.4	7.6	80.1	104.1	30%	34,000	47,000	38%	X				X
N-328	NS	NS	Harriman	TN	Citico Jct	TN	0.0	26.6	28.1	1.5	51.6	53.6	4%	21,000	24,000	14%					X
N-329	NS	NS	Citico Jct	TN	Ooltewah	TN	0.0	37.0	44.0	7.0	69.4	82.1	18%	29,000	37,000	28%	X				X

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							Pagr. Trains	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change					
N-340	NS	NS	Citico Jct	TN	Chattanooga	TN	0.0	63.2	55.7	-7.5	116.6	111.6	-4%	43,000	54,000	26%					X
N-386	NS	NS	Bulls Gap	TN	New Line	TN	0.0	18.2	17.7	-0.5	39.3	49.3	25%	16,000	23,000	44%					X
N-387	NS	NS	New Line	TN	Sevier Yd	TN	0.0	21.9	21.1	-0.8	48.1	60.0	25%	24,000	35,000	46%					X
N-388	NS	NS	Sevier Yd	TN	Cleveland	TN	0.0	15.1	17.1	2.0	35.0	44.7	28%	11,000	18,000	64%					X
N-389	NS	NS	Cleveland	TN	Ooltewah	TN	0.0	9.2	12.6	3.4	17.1	28.8	68%	12,000	19,000	58%					X
N-392	NS	NS	New Line	TN	Leadvale	TN	0.0	4.9	5.7	0.8	11.4	10.7	-6%	9,000	12,000	33%					X
N-393	NS	NS	Harriman	TN	Sevier Yd	TN	0.0	15.6	9.4	-6.2	26.0	23.1	-11%	13,000	14,000	8%					X
N-399	NS	NS	Bulls Gap	TN	Frisco	TN	0.0	18.0	12.1	-5.9	40.0	38.8	-3%	8,000	13,000	63%					X
Virginia																					
C-103	CSX	CSX	S. Richmond	VA	Weldon	NC	10.0	18.4	23.0	4.6	47.5	56.0	18%	23,000	23,000	0%	X		X		
N-385	NS	NS	Welton	VA	Bulls Gap	TN	0.0	8.6	10.3	1.7	12.7	23.2	83%	6,000	9,000	50%					X
C-100	CSX	CSX	Doswell	VA	Fredericksburg	VA	18.0	16.2	22.8	6.6	40.7	52.0	28%	21,000	22,000	5%	X		X		X
C-101	CSX	CSX	Fredericksburg	VA	Potomac Yard	VA	30.0	16.3	23.4	7.1	40.3	51.8	29%	20,000	22,000	10%	X		X		X
C-102	CSX	CSX	Richmond	VA	Doswell	VA	18.0	17.8	24.8	7.0	44.0	53.8	22%	21,000	22,000	5%	X		X		X
N-100	NS	NS	Riverton Jct	VA	Roanoke	VA	0.0	3.9	12.1	8.2	8.8	28.9	228%	1,000	5,000	400%	X	X		X	X
N-315	NS	NS	Alexandria	VA	Manassas	VA	16.7	7.8	9.6	1.8	12.9	15.4	19%	2,000	6,000	200%			X		X
N-316	NS	NS	Manassas	VA	Montview	VA	2.2	13.7	15.0	1.3	20.3	23.4	15%	15,000	12,000	-20%			X		
N-317	NS	NS	Montview	VA	Altavista	VA	2.0	15.4	19.6	4.2	23.0	30.5	33%	17,000	18,000	6%			X		X
N-406	NS	NS	Frisco	VA	Kingsport	VA	0.0	4.0	4.0	0.0	4.5	6.2	38%	7,000	12,000	71%					X
N-420	NS	NS	Roanoke	VA	Salem	VA	0.0	34.3	40.4	6.1	70.8	84.9	20%	11,000	14,000	27%					X
N-421	NS	NS	Salem	VA	Walton	VA	0.0	28.2	32.1	3.9	52.1	56.9	9%	10,000	14,000	40%					X
N-432	NS	NS	Poe Mi	VA	Petersburg	VA	0.0	8.4	8.0	-0.4	16.4	12.3	-25%	7,000	11,000	57%					X
C-234	CSX	CSX	Clifton Forge	VA	St Albans	WV	0.9	9.8	10.9	1.1	57.0	59.7	5%	3,000	4,000	33%			X		X
West Virginia																					
C-203	CSX	CSX	Cherry Run	WV	Cumberland	MD	2.0	29.0	31.0	2.0	61.7	67.3	9%	18,000	12,000	-33%			X		
C-110	CSX	CSX	WD Tower	WV	Rivesville	WV	0.0	1.5	3.4	1.9	3.6	7.4	108%	0	0	-	X	X			
C-202	CSX	CSX	Harpers Ferry	WV	Cherry Run	WV	12.0	33.3	40.6	7.3	58.0	74.8	29%	16,000	12,000	-25%			X		
C-235	CSX	CSX	St Albans	WV	Barboursville	WV	0.9	10.9	12.8	1.9	68.1	66.0	-3%	6,000	6,000	0%			X		
C-236	CSX	CSX	Barboursville	WV	Huntington	WV	0.9	13.4	14.9	1.5	71.1	69.3	2%	6,000	6,000	0%			X		
C-237	CSX	CSX	Huntington	WV	Kenova	WV	0.9	15.5	16.8	1.3	62.2	67.1	8%	16,000	17,000	6%			X		X
C-238	CSX	CSX	Kenova	WV	Big Sandy Jct	WV	0.9	32.5	33.2	0.7	59.1	65.5	11%	16,000	17,000	6%					X
N-110	NS	NS	Elmore	WV	Deepwater	WV	0.0	0.3	2.3	2.0	0.5	6.3	1160%	0	0	-	X	X			
N-111	CR	NS	Deepwater	WV	Fole Mine	WV	0.0	0.6	2.0	1.4	1.3	5.8	346%	0	0	-	X	X			
N-288	CR	NS	Charles' on	WV	Dickinson	WV	0.0	4.3	4.6	0.3	7.6	7.2	-5%	4,000	6,000	50%					X

(1) 1000% is reported for Percent Change where pre acq. is 0 and "post" acq. is > 0.
(2) Segments that have endpoints in more than one state are listed under the state of origin.

If the Acquisition is approved, the assignment of Canadian Pacific haulage rights across Michigan could influence traffic levels on a number of rail line segments in the upper Midwest. Canadian Pacific traffic currently crosses Michigan mainly on CSX lines. In the Draft EIS, much of the Canadian Pacific haulage traffic crossing Michigan was allocated to NS lines, which would have resulted in a net increase on the NS lines and no increase on the CSX lines. The Applicants have informed SEA that NS and Canadian Pacific do not have a haulage rights agreement, and both "pre-" and "post-Acquisition" traffic would remain on CSX lines for the Final EIS analysis. Therefore, traffic levels on rail line segments N-120, N-121, and N-497 in Michigan and northern Indiana would not exceed the Board's thresholds for environmental analysis.

The Draft EIS transposed the hazardous materials movement data on the Alexandria, Indiana-to-Muncie, Indiana rail line segment (N-040) with the Alexandria, Virginia-to-Manassas, Virginia rail line segment (N-315). Line N-040 will have an increase in hazardous materials railcar traffic from zero cars per year to 16,000 cars per year. Hazardous materials railcar traffic would increase on line N-315 from 2,000 cars per year to 6,000 cars per year. The Final EIS evaluates the corrected hazardous materials movement data.

In the Draft EIS, SEA identified four rail line segments that would have an increase of less than eight trains per day but more than three trains per day. Because those rail line segments pass through air quality nonattainment counties, they exceeded the Board's threshold for environmental analysis. The Draft EIS included an evaluation of these rail line segments, although they were not listed in Chapter 2 of the Draft EIS as meeting or exceeding the Board's thresholds for environmental analysis. No additional analysis is required on these four rail line segments for the Final EIS because all the required analysis was completed for the Draft EIS.

NS reached a Settlement Agreement with the Indiana and Ohio Rail System (I & O) that will affect approximately 17 miles of the Dayton-to-Ivorydale line segment (N-078). The trackage rights given to the I & O would increase the traffic on this rail line segment by approximately 0.6 trains per day, which would increase "post-Acquisition" freight traffic from 18.9 trains per day to 19.5 trains per day. The I & O traffic increases would result in a total expected increase in freight traffic of 7.8 trains per day, rather than the 7.2 trains per day described in the Draft EIS. "Post-Acquisition" traffic on this rail line segment would continue to exceed the Board's thresholds for environmental analysis for both air and hazardous materials transport. At SEA's direction, NS filed a Supplemental Environmental Report that analyzed the potential environmental effects that would result from this Settlement Agreement. The Supplemental Environmental Report is included in Appendix C.

In two Inconsistent and Responsive Applications (IRs), IR applicants are seeking trackage rights over the same rail line segment near Albany, New York (10 miles of rail line segment C-726, between CP-187 and Selkirk Yard). Each IR applicant would operate two additional trains per day over this rail line segment, which is in a nonattainment area. The segment was not analyzed in the Applicants' Environmental Report or the Draft EIS because the Applicants did not anticipate any operating changes. If, however, the Board approves both IR applications, the

segment would exceed the Board's thresholds for environmental analysis (three additional trains per day). Therefore, SEA analyzed this rail line segment for air quality impacts, and concluded that the proposed operating changes would not cause significant environmental effects.

2.3 INTERMODAL FACILITIES

Intermodal facilities are areas where truck trailers and/or containers are transferred between trains, trucks and/or ships. Intermodal operations combine the local delivery capability of trucks with the long-haul efficiency of rail transport and ocean carriers. Two basic types of intermodal facilities included in the proposed Conrail Acquisition are flat car and Triple Crown Services (TCS). Flat car facilities use lift equipment (such as cranes) to move trailers and containers onto or off of rail cars and trucks. TCS integrates highway and rail transportation by directly mounting truck trailers on railcar trucks (wheel assemblies) for rail travel. NS and Conrail are currently the primary users of TCS technology.

The Applicants expect that the proposed Conrail Acquisition would result in substantial truck-to-rail diversions. As a result, there would be an increase in local truck traffic near certain intermodal facilities, but a decrease in long-haul truck traffic on interstate and regional roadways.

If the Board approves the proposed Conrail Acquisition, CSX would have a total of 33 intermodal facilities, and NS would have a total of 48 intermodal facilities. Of these 81 facilities, six would be located in the Shared Assets Areas. SEA evaluated the CSX and NS Operating Plans and determined that 24 intermodal facilities in 11 states would experience traffic increases that meet or exceed the Board's thresholds for environmental analysis. SEA assessed the potential environmental impacts of increased operations at these intermodal facilities in the Draft and Final EIS. Table 2-3 lists the intermodal facilities belonging to CSX, NS, and the Shared Assets Areas that would meet or exceed the Board's thresholds for environmental analysis.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. As discussed in the Draft EIS, NS modified its plan to relocate the TCS intermodal facility from Crestline, Ohio to Sandusky, Ohio. The Sandusky intermodal facility will be constructed on existing railroad property.

TABLE 2-3
INTERMODAL FACILITIES THAT MEET OR EXCEED
THE BOARD'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

State	Site ID	Location (City)	Facility	County	Current Owner	Trucks per Day		
						Pre-Acquisition	Post-Acquisition	Change
CSX								
Georgia	CM01	Atlanta	Hulsey	Fulton	CSX	523	603	80
Illinois	CM02	Chicago	59th Street	Cook	CR ^a	0	815	815
New Jersey	CM03	Little Ferry	Little Ferry	Bergen	CSX	215	392	177
	CM04	South Kearny	South Kearny	Hudson	CR	410	488	78
Pennsylvania	CM05	Philadelphia	Greenwich	Philadelphia	CR ^b	0	272	272
NS								
Georgia	NM01	Atlanta	Inman	Fulton	NS	569	712	143
Illinois	NM02	Chicago	Landers	Cook	NS	412	507	95
	NM03	Chicago	47th Street	Cook	CR	532	737	205
Kentucky	NM04	Louisville	Buechel	Jefferson	NS	119	173	54
Louisiana	NM05	New Orleans	Oliver	Orleans	NS	64	127	63
Maryland	NM06	Baltimore	E. Lombard St.	Baltimore	CR, TCS ^d	108	200	92
Michigan	NM07	Detroit	Melvindale	Wayne	NS, TCS	257	314	57
Missouri	NM08	Kansas City	Voltz	Clay	NS, TCS	229	349	120
	NM09	St. Louis	Luther	St. Louis	NS, TCS	188	382	194
New Jersey	NM10	Elizabeth	E-Rail	Union	CR, TCS	72	407	335
	SM01	Elizabeth	Portside	Union, Essex	CR	26	76	50
Ohio	NM11	Sandusky ^c	Sandusky	Erie	NS, TCS	0	71	71
	NM12	Columbus	Discovery Park	Franklin	NS	131	184	53

TABLE 2-3
INTERMODAL FACILITIES THAT MEET OR EXCEED
THE BOARD'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

State	Site ID	Location (City)	Facility	County	Current Owner	Trucks per Day		
						Pre-Acquisition	Post-Acquisition	Change
Pennsylvania	NM13	Philadelphia	AmeriPort/ South Philadelphia	Philadelphia	NA ^f	0	122	122
	NM14	Allentown	Allentown	Lehigh	CR	39	138	99
	NM15	Harrisburg	Rutherford	Dauphin	CR ^e , TCS	68	398	330
	NM16	Morrisville	Morrisville	Bucks	CR ^g	164	225	61
	NM17	Pittsburgh	Pitcairn	Allegheny	CR ^a	0	114	114
Tennessee	NM18	Memphis	Forrest	Shelby	NS	120	196	76

^a New intermodal facility to be built on property currently owned by Conrail.

^b Existing rail yard to be converted to an intermodal facility.

^c In its Application, NS stated its plans to close the existing TCS facility at Crestline, Ohio and build a new TCS facility at Bellevue, Ohio. NS has modified its application and intends to relocate the TCS facility to Sandusky, Ohio.

^d New conventional intermodal facility to be built on property owned by Conrail that currently includes a conventional intermodal facility.

^e New intermodal facility to be built on property owned by Conrail that currently includes a TCS intermodal facility.

^f New intermodal facility proposed for the former U.S. Naval Station property in Philadelphia, Pennsylvania.

^g Morrisville truck increases revised to reflect traffic being shifted to new AmeriPort/South Philadelphia intermodal facility.

The proposed NS Morrisville intermodal facility (NM16) in Bucks County, Pennsylvania, was evaluated in the Draft EIS. NS originally intended to expand the existing conventional intermodal facility and construct a new TCS facility at the Morrisville facility. Instead, NS now proposes to cooperate with the Delaware River Port Authority to jointly develop a new AmeriPort/South Philadelphia intermodal facility on a portion of the former U.S. Naval Station in south Philadelphia, Pennsylvania. This new intermodal facility would have a truck activity increase from zero pre-Acquisition to 122 trucks per day based on NS projections. Both the new

Sandusky and the new AmeriPort/South Philadelphia facilities are evaluated in Chapter 4. Chapter 4 and Appendix H contain discussions of the revised analysis for the Morrisville intermodal facility as well as analyses for the new Sandusky and AmeriPort/South Philadelphia intermodal facilities.

2.4 RAIL YARDS

The primary activity at rail yards is switching and storage of rail cars as trains are assembled and disassembled. Other activities may include locomotive maintenance and fueling, and freight car inspection, cleaning, and repair. Rail yards vary in size from small support yards with only a few tracks to very large classification yards that may be more than a mile in length with dozens of tracks. Altogether the current Conrail, CSX, and NS systems have several hundred rail yards.

SEA analyzed the changes in rail yard activity that would result from the proposed Conrail Acquisition and determined that 15 rail yards in ten states would have activity increases that meet or exceed the Board's thresholds for environmental analysis. This Final EIS evaluates the potential environmental impacts from increased activity at these rail yards. Since the Draft EIS, there are no changes to the list of rail yards that SEA evaluated. In addition to rail yards belonging to CSX and NS, the Shared Assets Areas that meet the Board's thresholds for environmental analysis are listed in Table 2-4.

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TABLE 2-4
RAIL YARDS THAT MEET OR EXCEED
THE BOARD'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

State	Site ID	Location (City)	Facility	County	Rail Cars Handled per Day			
					Pre-Acquisition	Post-Acquisition	Increase	Percent Change
CSX								
Alabama	CY01	Birmingham	Boyles	Jefferson	990	1186	196	20
Indiana	CY02	Gary	Curtis	Lake	110	145	35	32
Michigan	CY03	Detroit	Rouge/ere	Wayne	335	585	250	75
Ohio	CY04	Toledo	Stanley	Wood	876	1282	406	46
Tennessee	CY05	Memphis	Leewood	Shelby	120	153	33	28
NS								
Georgia	NY01	Doraville	Doraville	DeKalb	174	222	48	28
Illinois	NY02	Chicago	Colehour	Cook	74	94	20	27
Indiana	NY03	Ft. Wayne	Ft. Wayne	Allen	283	583	300	106
Missouri	NY04	St. Louis	Luther	St. Louis	239	327	88	37
New York	NY05	Buffalo	Bison	Erie	389	672	283	73
Ohio	NY06	Conneaut	Conneaut	Ashtabula	30	74	44	147
	NY07	Toledo	Homestead	Lucas	326	469	143	44
	NY08	Toledo	Airline Jct.	Lucas	0	520	520	N/A*
Pennsylvania	NY09	Harrisburg	Harrisburg	Dauphin	117	246	129	110
Shared Assets Areas								
Pennsylvania	SY01	Philadelphia	Greenwich	Philadelphia	265	501	236	89

* Not applicable (cannot divide by zero).

2.5 CONSTRUCTIONS

SEA analyzed a total of 18 proposed Acquisition-related construction projects in eight states, including:

- Fifteen new rail line connections.
- One intermodal facility.
- One bridge rehabilitation.

CSX and NS would construct a total of 15 new rail line connections (in addition to the Seven Separate Connections that the Board previously approved) between existing rail lines to provide shorter, more direct routing between various origin and destination points over the expanded CSX and NS systems. CSX proposes to construct four new connections, and NS proposes to construct 11. One of the proposed CSX connections and five of the proposed NS connections would require the acquisition of additional rights-of-way. SEA evaluated the potential environmental effects of the construction and operation of these 15 proposed new connections in the Draft EIS. SEA also considered site-specific alternatives to the 15 proposed connections. Table 2-5 lists the proposed new connections for CSX and NS.

If the Board approves the proposed Acquisition, CSX would convert a part of the Collinwood Yard in Cleveland, Ohio to an intermodal facility and rehabilitate the Shellpot Bridge in Wilmington, Delaware. SEA evaluated the potential environmental impacts of these construction activities.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. On November 25, 1997, the Board approved the construction of the Seven Separate Connections, including the Greenwich Connection in Greenwich, Ohio. Since then, CSX has negotiated with the City of Greenwich an alternative alignment that addresses local concerns. The proposed alignment is one of the alternatives that the EA identified for the Greenwich Connection for early construction. CSX submitted a Memorandum of Agreement with the city and county to document local review and approval of the alternative alignment. This Final EIS does not analyze the potential construction impacts of this connection. The operational changes are evaluated here and remain as described in the Draft EIS.

CSX has informed SEA it no longer intends to build a new fueling facility at Willard, Ohio. Instead, CSX plans to upgrade an existing service platform located on existing CSX property within Willard Yard. Because this revised construction does not meet or exceed any thresholds for environmental analysis, the Final EIS contains no analysis of the Willard Construction Project.

**TABLE 2-5
PROPOSED CONSTRUCTION PROJECTS**

State	Site ID	Location (city)	County	Length (feet)
CSX				
Illinois	CC01	75 th Street, Chicago	Cook	1,640
	CC02	Exermont	St. Clair	3,590
	CC03	Lincoln Avenue, Chicago	Cook	840
New Jersey	CC04	Little Ferry *	Bergen	1,080
Ohio	CR03	Collinwood Yard, Cleveland	Cuyahoga	Expand existing rail yard to accommodate intermodal facility.
NS				
Delaware	NR01	Wilmington	New Castle	Renovate Shellpot Bridge.
Illinois	NC01	Kankakee	Kankakee	1,000
	NC03	Tolono	Champaign	1,600
Indiana	NC05	Butler	De Kalb	1,700
	NC06	Tolleston	Lake	900
Maryland	NC07	Hagerstown	Washington	800
Michigan	NC08	Ecorse Junction	Wayne	400
New York	NC09	Buffalo (Blasdel)	Erie	5,200
	NC10	Buffalo (Gardenville Junction)	Erie	1,700
Ohio	NC12	Columbus	Franklin	1,400
	NC13	Oak Harbor	Ottawa	5,000
	NC14	Vermilion	Erie	5,400

* CSX proposes two separate connections (600 and 480 feet in length, respectively) at Little Ferry.

2.6 ABANDONMENTS

As part of the proposed action, CSX and NS would abandon three rail line segments with a combined total of 58 route miles.

CSX proposes to abandon one rail line segment (currently owned by Conrail), approximately 29 miles long, between Paris and Danville, Illinois. (See Table 2-6.) No local shippers use this line. After the proposed abandonment, CSX would reroute traffic currently moving on this rail line segment to its nearby Danville-to-Evansville, Indiana line.

**TABLE 2-6
PROPOSED ABANDONMENTS**

State	Site ID	From	To	Length in Miles
CSX				
Illinois	CA01	Paris	Danville	29.0
NS				
Indiana	NA02	South Bend	Dillon Junction	21.5
Ohio	NA03	Toledo	Maumee	7.5

NS proposes to abandon two rail lines segments (one in Indiana, and one in Ohio). NS would reroute through traffic on these lines to more direct and efficient routes within the NS system. Four local shippers that collectively ship a total of 90 rail carloads per year on these two rail line segments would lose rail service and would require truck service. No other rail-to-truck diversions would result from these proposed abandonments.

SEA evaluated the potential environmental impacts of the three proposed abandonments in the Draft EIS and recommended mitigation measures to address potential environmental impacts, where appropriate.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. On March 4, 1998, NS informed the Board that it no longer plans to abandon the Toledo Pivot Bridge. Pursuant to a Negotiated Agreement with the community, NS will instead discontinue service over the bridge. If NS seeks and receives abandonment authority, NS will offer the bridge to the Toledo-Lucas County Port Authority and Toledo Metropolitan Area Council for public use. No environmental issues are associated with the Toledo Pivot Bridge.

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CONTENTS

	Page
CHAPTER 3: AGENCY COORDINATION AND PUBLIC OUTREACH	3-1
3.1 INTRODUCTION	3-1
3.1.1 Public Outreach Process	3-2
3.1.2 Agency Coordination Process	3-2
3.2 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR DRAFT EIS	3-3
3.2.1 Notification of Draft EIS Availability	3-3
3.2.2 Distribution of Draft EIS	3-7
3.2.3 Summary of Draft EIS Public Comment Process	3-9
3.2.4 Ohio Historic Properties Outreach	3-9
3.3 ENVIRONMENTAL JUSTICE	3-10
3.3.1 Environmental Justice Outreach Strategy	3-11
3.3.2 Environmental Justice Outreach Activities	3-11
3.3.3 Additional Environmental Justice Outreach Activities	3-13
3.4 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR FINAL EIS	3-15
3.4.1 Notification of Final EIS Availability	3-15
3.4.2 Distribution of Final EIS	3-16

TABLES

3-1	Notice of Availability Postcard Distribution	3-5
3-2	Distribution of Draft Environmental Impact Statement	3-7

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CHAPTER 3

AGENCY COORDINATION AND PUBLIC OUTREACH

3.1 INTRODUCTION

This chapter describes the public outreach and agency coordination activities that the Section of Environmental Analysis (SEA) conducted as part of their environmental review of the proposed Conrail Acquisition. SEA designed these activities to keep the general public informed of the proposed Conrail Acquisition, and to notify interested parties of the availability of the Draft Environmental Impact Statement (Draft EIS) and the public review and comment period. Under the National Environmental Policy Act (NEPA), agencies undertaking major Federal actions must consult with other government agencies and the public in preparing environmental documents. The Surface Transportation Board's (Board) review of and decision regarding the proposed Conrail Acquisition is a major Federal action.

SEA's purpose in conducting public outreach and agency coordination activities to gain public comment was to ensure that the Board could fully consider public concerns in their final decision on the proposed Conrail Acquisition. SEA's public outreach and agency coordination efforts focused on the following:

- Notifying the public of the proposed Conrail Acquisition and inviting the public to participate in the overall EIS process.
- Inviting public comment on the scope of the environmental review to help identify issues, focus the analysis, and develop mitigation.
- Achieving widespread notification and distribution of the Draft EIS to generate public comment for SEA's consideration in this Final EIS.

SEA's outreach activities provided members of the public and interested agencies with the opportunity to comment on the scope of the Draft EIS, and the Draft EIS, which identified the potential environmental impacts of the proposed Conrail Acquisition and included SEA's preliminary mitigation recommendations. By providing the public with the opportunity to review and comment on the Draft EIS, SEA was able to assess public concerns and issues, address those concerns, and make final recommended mitigation measures in this Final EIS. Additionally, this Final EIS contains summaries of written comments made on the Draft EIS, so that the Board can also assess those comments. All written comments are included in Appendix A, "Comments Received on the Draft Environmental Impact Statement," of this Final EIS. This

chapter also discusses SEA's additional public outreach activities for environmental justice populations that SEA determined could bear disproportionately high and adverse impacts, and in communities where SEA's preliminary mitigation recommendation to the Applicants was to consult with the affected community.

Finally, this chapter of the Final EIS briefly discusses how SEA facilitated public outreach activities, and identifies the types of entities that submitted written comments on the Draft EIS. Chapter 5 of this Final EIS, "Summary of Comments and Responses," contains summaries of all public and agency comments submitted during the Draft EIS comment period and SEA's responses to environmental issues raised in those comments.

3.1.1 Public Outreach Process

SEA designed its overall public outreach program to encourage broad public input in both the scoping and environmental review processes. Section 3.1.2, "Agency Coordination Process," briefly describes SEA's scoping processes; the Draft EIS contains a full description of the scoping process. SEA's outreach efforts included notifying potentially affected communities of the availability of the Draft EIS, providing easy-to-use instructions on how to submit comments, and conducting extensive analyses and site visits to specific locations to acquire a fuller understanding of individual community character. As described in Section 3.2.1, "Notification of Draft EIS Availability," SEA used various methods to notify the public of the Draft EIS and the public comment period. SEA issued the Draft EIS on December 19, 1997. All comments on the Draft EIS were due on February 2, 1998. This public comment period is consistent with Council on Environmental Quality guidelines. SEA prepared written responses to the issues raised in all 257 written comment letters received during the Draft EIS public comment period, and included those responses in this Final EIS. Additionally, SEA reviewed and considered all public and agency comments submitted since the Applicants first filed their Application regarding the proposed Conrail Acquisition.

3.1.2 Agency Coordination Process

Before preparing the Draft EIS, SEA conducted a scoping process in accordance with NEPA to consult with Federal, state, and local agencies regarding the range and types of environmental issues SEA would study in the Draft EIS.

In conducting agency coordination and consultation, SEA complied with NEPA environmental review requirements and considered pertinent Federal statutes and Executive Orders. SEA initiated communication among agencies through correspondence, agency consultation, and community meetings. Through its interaction with agencies, SEA gathered data and information about the study area and any related projects. SEA carefully assessed the technical comments and issues solicited from the agencies and addressed them in this Final EIS.

During preparation of this Final EIS, SEA continued its coordination with Federal, state, and local agencies by distributing directly to them, copies of the Draft EIS accompanied by a cover

letter that encouraged them to submit comments for consideration in preparing this Final EIS. SEA also met or consulted with many agencies by letter or telephone to coordinate issues, collect data, or provide information. In addition to seeking comments on the Draft EIS from approximately 1,200 Federal, state, regional, and local agencies, SEA consulted more extensively with approximately 150 agencies in developing the Draft EIS and this Final EIS. SEA consulted with many types of agencies including state and local planning, environmental, transportation, and historic preservation agencies. Appendix D of this Final EIS contains a complete list of the agencies with whom SEA consulted during the environmental review process.

3.2 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR DRAFT EIS

On December 12, 1997, the Board served the Draft EIS on approximately 300 Parties of Record. Between December 15 and 17, 1997, SEA mailed the Draft EIS and an accompanying cover letter to more than 2,200 interested parties including Federal, state, and local agencies; elected officials; private businesses; and private citizens. SEA also used the Federal Register, extensive direct mailings, and the media to notify agencies and the public of the availability of the Draft EIS, the public comment period, and procedures for submitting written comments. Section 3.2.1, "Notification of Draft EIS Availability," and Section 3.2.2, "Distribution of Draft EIS," detail SEA's notification and distribution activities respectively.

SEA also conducted outreach to notify interested parties of additional potential environmental impacts identified after publication of the Draft EIS. SEA identified these additional potential environmental impacts based on updated data that SEA received after issuing the Draft EIS. SEA conducted public outreach to ensure that interested parties and potentially affected communities received the new information and provided a separate public comment period to allow time to comment. Sections 3.2.1, "Notification of Draft EIS Availability"; 3.2.2, "Distribution of Draft EIS"; 3.2.3, "Summary of Draft EIS Public Comment Process"; and 3.3.3, "Additional Environmental Justice Outreach Activities," of this chapter include discussions of SEA's public outreach and the public comment period SEA provided for communities potentially affected by the newly identified impacts. A discussion of the additional technical analyses associated with the newly identified impacts is contained in Chapter 4, "Additional Analysis and Potential Environmental Impacts," of this Final EIS.

3.2.1 Notification of Draft EIS Availability

The Environmental Protection Agency (EPA) published a Notice of Availability of the Draft EIS in the Federal Register on December 19, 1997. The Board issued a press release on December 12, 1997, to national, local, and trade media in the 24 potentially affected states and Washington, D.C. announcing the issuance of the Draft EIS and the due date for written comments. The press release encouraged public review and comment. Additionally, SEA published a written notice announcing the availability of the Draft EIS and the public comment period in 244 newspapers in potentially affected areas. These included newspapers in communities with potentially affected environmental justice populations that SEA identified for the Draft EIS. SEA's

notification activities to environmental justice populations identified for the Draft EIS are discussed in Section 3.3.2, "Environmental Justice Outreach Activities," of this chapter. Appendix Q, "Example Public Outreach Materials," contains a state by state listing of the newspapers in which SEA placed notification announcing the availability of the Draft EIS. Appendix Q also contains a copy of the newspaper notice, and a copy of the Federal Register notice, and the press release.

Throughout the environmental review of the proposed Conrail Acquisition, SEA maintained a toll-free telephone hotline at (888) 869-1997 to provide interested parties with easily accessible information in both English and Spanish. SEA updated the hotline in December 1997, January 1998, February 1998, March 1998, and May 1998 to include new or changing information including the availability of the Draft EIS, supplemental publications, the public comment period, instructions on how to submit written comments, the additional impacts SEA identified after publishing the Draft EIS, and the availability of this Final EIS. After issuing this Final EIS, SEA plans to update the hotline several more times to provide information regarding the Board's voting conference in June 1998 and the Board's final written decision, which it plans to issue on July 23, 1998. SEA logged approximately 185 hotline calls from interested parties during the preparation of the Draft EIS and this Final EIS.

SEA maintained a web site throughout the preparation of the Draft EIS and this Final EIS to provide interested parties with current information via the Internet. The proposed Conrail Acquisition's web site address is <http://www.conrailmerger.com>. SEA updated the Conrail web site regularly to reflect new or changing information. These updates included Board decisions regarding the proposed Conrail Acquisition, the Board's procedural and SEA's environmental review schedules, Draft EIS information, rail activities, and information regarding the publication and availability of the Final EIS. Between activation of the web site on July 8, 1997, and the issuance of the Draft EIS on December 19, 1997, interested parties accessed the Conrail web site 7,389 times. From the issuance of the Draft EIS on December 19, 1997, to the end of the public comment period on February 2, 1998, interested parties accessed the web site 3,526 times. Following the public comment period through the issuance of this Final EIS in May 1998, interested parties accessed the web site approximately 6,100 times. SEA received approximately 20 e-mail comments from the web site between November 1997 and the end of the public comment period on the Draft EIS.

Finally, SEA issued a number of direct communications to interested or potentially affected parties, reiterating the availability of the Draft EIS and inviting public comment. Direct communications included a Notice of Availability postcard that SEA sent to 8,305 interested parties. Table 3-1, "Notice of Availability Postcard Distribution," contains a breakdown of the types of recipients to whom SEA sent a Notice of Availability postcard.

**TABLE 3-1
NOTICE OF AVAILABILITY
POSTCARD DISTRIBUTION**

Entity Type	Number Distributed
Academic	6
Applicants	29
Businesses	175
Citizens	473
Citizens' Groups	92
Congress	457
Environmental Justice	161
Federal Agencies	73
Local Elected Officials	623
Local Governments	1,701
Rail Unions	8
Railroads	29
Regional Agencies	101
Shippers	14
Special Interest Groups	6
State Agencies	101
Elected Officials	4,230
Utilities	18
Others	8
Grand Total	8,305

SEA also sent follow-up letters to Congressional representatives of the 24 states potentially affected by the proposed Conrail Acquisition. These Congressional representatives had previously received copies of the Draft EIS, and SEA's follow-up letter was an effort to further raise their awareness and invite comments. Additionally, SEA sent a letter to mayors or county administrators of communities where SEA had recommended direct consultation with the Applicants regarding environmental mitigation measures. These officials had also previously received a copy of the Draft EIS. SEA's letter was intended to encourage their participation in identifying mitigation measures acceptable to both the communities and the Applicants. SEA conducted notification at the city or town level whenever possible. When impacts were

identified in unincorporated areas of a county, SEA issued notification on a county level. The following list contains the communities and counties to which SEA sent letters regarding direct consultation with the Applicants:

- Newark, DE.
- Chicago, IL.
- Evergreen Park, IL.
- Alexandria, IN.
- East Chicago, IN.
- Evansville, IN.
- Gary, IN.
- Hammond, IN.
- Lafayette, IN.
- Muncie, IN.
- Whiting, IN.
- Bay Village, OH.
- Berea, OH.
- Cincinnati, OH.
- Cleveland, OH.
- Deshler, OH.
- Eaton Estates, OH.
- Grafton, OH.
- Greenwich, OH.
- Hamilton, OH.
- Huron County, OH.
- Lagrange, OH.
- Lakewood, OH.
- Lorain County, OH.
- New London, OH.
- Olmsted Falls, OH.
- Ottawa County, OH.
- Perrysburg, OH.
- Rocky River, OH.
- Rossford, OH.
- Sandusky County, OH.
- Wellington, OH.
- Westlake, OH.
- Weston, OH.
- Wood County, OH.
- Monroe County, MI.
- Wayne County, MI.
- Erie, PA.
- West Newton, PA.

Appendix Q contains copies of the Notice of Availability postcard, a sample of the letter to Congressional representatives, and a sample of the letter to communities where SEA recommended direct consultation with the Applicants. Section 3.3.2, "Environmental Justice Outreach Activities," contains a discussion of notification activities SEA conducted to inform environmental justice populations that could be affected by the proposed Conrail Acquisition of Draft EIS availability.

SEA also issued notification regarding the additional impacts it identified after publishing the Draft EIS. To notify communities of newly identified impacts, SEA issued a letter to mayors or county administrators in affected areas. SEA included with the letter specific technical information regarding the additional impacts and notified them of the additional comment period. A copy of the letter SEA sent to mayors and county administrators in communities with newly identified impacts is contained in Appendix Q of this Final EIS. A list of counties to which SEA distributed the letter and information regarding the additional impacts is contained in Section 3.2.2, "Distribution of Draft EIS," of this chapter.

3.2.2 Distribution of Draft EIS

A critical part of SEA's public outreach was the comprehensive and widespread distribution of the Draft EIS. SEA identified and distributed 2,208 copies of the Draft EIS to entities including Federal, state, and local agencies; Federal, state, and local government and elected officials; environmental organizations; railroads; regional organizations; rail unions; special interest groups; and interested individuals who requested copies of the Draft EIS. SEA expanded the distribution list developed during the Draft EIS scoping process by adding the names of interested parties who provided SEA with a complete mailing address when contacting the telephone hotline, accessing the web site, or writing to request information. SEA also added groups or individuals identified through agency consultation and environmental justice outreach activities, to the distribution list.

To accompany the Draft EIS, SEA prepared a cover letter that summarized the issues addressed and the comment period and comment procedures. Table 3-2, "Distribution of Draft Environmental Impact Statement," contains a breakdown of the types of recipients to whom SEA distributed the Draft EIS. SEA's Draft EIS distribution activities to environmental justice populations potentially affected by the proposed Conrail Acquisition, are contained in Section 3.3.2, "Environmental Justice Outreach Activities," of this chapter.

**TABLE 3-2
DISTRIBUTION OF DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

Entity Type	Number Distributed
Academic	4
Applicants	9
Businesses	18
Citizens and Citizens' Groups	17
Environmental Organizations	9
Federal Agencies	165
Local Elected Officials	705
Local Governments	654
Native Americans	7
Rail Unions	24
Railroads	14
Regional Agencies	345
Shippers	4

TABLE 3-2
DISTRIBUTION OF DRAFT
ENVIRONMENTAL IMPACT STATEMENT

Entity Type	Number Distributed
Special Interest Groups	15
State Agencies	205
Elected Officials	13
Total	2,208

SEA also sent information to the counties where SEA identified additional impacts after publishing the Draft EIS. The notification SEA issued to these counties regarding newly identified impacts is discussed in Section 3.2.1, "Notification of Draft EIS Availability," of this chapter. The following list contains the names of the counties to which SEA distributed information regarding potential additional environmental impacts:

- Delaware County, IN.
- Kosciusko County, IN.
- La Porte County, IN.
- Lake County, IN.
- Madison County, IN.
- Marshall County, IN.
- Porter County, IN.
- Starke County, IN.
- Greenup County, KY.
- Mercer County, NJ.
- Chemung County, NY.
- Ontario County, NY.
- Schuyler County, NY.
- Steuben County, NY.
- Yates County, NY.
- Erie County, OH.
- Franklin County, OH.
- Henry County, OH.
- Huron County, OH.
- Pickaway County, OH.
- Pike County, OH.
- Ross County, OH.
- Scioto County, OH.
- Wood County, OH.
- Allegheny County, PA.
- Bucks County, PA.
- Fayette County, PA.
- Montgomery County, PA.
- Philadelphia County, PA.
- Westmoreland County, PA.
- Augusta County, VA.
- Botetourt County, VA.
- City of Roanoke, VA.
- Clarke County, VA.
- Page County, VA.
- Roanoke County, VA.
- Rockbridge County, VA.
- Rockingham County, VA.
- Warren County, VA.
- Fayette County, WV.
- Nicholas County, WV.
- Raleigh County, WV.
- Wyoming County, WV.

3.2.3 Summary of Draft EIS Public Comment Process

SEA received a total of 257 comment letters during the public comment period for the Draft EIS. SEA facilitated the public comment process by providing information on how to submit written comments on the Conrail web site, over a toll-free telephone hotline, in the Notice of Availability postcard, in correspondence to interested parties, in the newspaper notice, in the press release, and in environmental justice public outreach materials. SEA established a process whereby SEA received, logged, and submitted for appropriate technical review, all written comments according to issue area (air quality, noise, etc.). SEA also issued an Acknowledgment of Receipt letter to all parties who submitted written environmental comments and provided SEA with a complete mailing address. SEA indicated in the letter that SEA would consider all written environmental comments received during the public comment period in preparing the Final EIS. The letter also provided the Final EIS's publication date. Appendix Q of this Final EIS contains a copy of the Acknowledgment of Receipt letter. All comment letters SEA received on the Draft EIS are contained in Appendix A, "Comments Received on the Draft Environmental Impact Statement," of this Final EIS. SEA responded to comments by specific issue area, and a complete discussion of the environmental issues raised in public comments, and SEA's responses to those comments, is contained in Chapter 5, "Summary of Comments and Responses," of this Final EIS.

SEA provided a separate 45-day comment period for potentially affected communities identified after the Draft EIS was published. In order to ensure that these communities had an equal opportunity to review and comment on the newly identified environmental impacts, SEA established a limited comment period from March 2, 1998 through April 15, 1998. This additional comment period was exclusively for these new communities to provide written comment on the newly identified impacts. All written comments submitted by April 15, 1998, were fully considered. These comments, as well as SEA's responses to these comments, are contained in the Addendum to this Final EIS. During the additional public comment period for newly identified impacts, SEA received two written comments from interested parties. SEA's notification and distribution activities regarding the newly identified impacts are discussed in Sections 3.2, "Public Outreach and Notification Activities for Draft EIS," 3.2.1, "Notification of Draft EIS Availability," and 3.2.2, "Distribution of Draft EIS," of this chapter.

3.2.4 Ohio Historic Properties Outreach

In accordance with NEPA, the National Historic Preservation Act, the Board's environmental regulations, and other relevant environmental laws, SEA conducted analyses to determine the potential effects that the proposed Conrail Acquisition could have on historic properties. The Ohio State Historic Preservation Office (SHPO) requested that SEA initiate a public involvement campaign to inform state residents of the proposed Conrail Acquisition's potential effects on known historic properties within Ohio. In response to the Ohio SHPO's request, SEA initiated a public participation program in Ohio regarding historic properties.

SEA developed a mailing list comprised of 48 local elected officials, community leaders, historic preservation groups, and interested parties. SEA then issued an informational letter to recipients on the mailing list that briefly described the proposed Acquisition-related operational changes in Ohio, invited public involvement in the environmental review process, and outlined the public comment period and comment submittal process. A sample of the letter SEA issued to interested parties regarding historic properties in Ohio is contained in Appendix Q of this Final EIS. With the letter, SEA issued to recipients a description and map of the Applicant's proposed project in each local community; a summary of known historic properties in the project area; SEA's description of the potential effects of the proposed Conrail Acquisition on known historic properties in the project area; and a fact sheet describing the overall proposed Conrail Acquisition. In the materials SEA issued, SEA solicited written comments regarding the proposed Conrail Acquisition's potential effects on known historic properties. In response to public participation reply letters, SEA also conducted two site visits to the project area to fully assess potential effects on historic properties in Ohio.

SEA established a specific arrangement with the Ohio SHPO to facilitate public comment and involve the Ohio SHPO more closely in the environmental review process. SEA requested that the public send comments regarding historic properties potentially affected by the proposed Conrail Acquisition directly to the Ohio SHPO, which then forwarded those comments to SEA. Comments were due to the Ohio SHPO by October 30, 1997. Comments SEA received regarding historic properties in Ohio are addressed in Chapter 5, "Summary of Comments and Responses," of this Final EIS, and contained in Appendices A, "Comments Received on the Draft Environmental Impact Statement," and D "Agency Consultation," of this Final EIS.

3.3 ENVIRONMENTAL JUSTICE

Using Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," SEA conducted targeted outreach to minority and low-income populations where environmental impacts resulting from the proposed Conrail Acquisition could be disproportionately high and adverse. The Executive Order's purpose is to encourage Federal agencies to identify and address, as appropriate, disproportionately high and adverse impacts to minority and low-income populations with respect to human health and the environment. SEA developed and conducted an environmental justice analysis using the "Council on Environmental Quality's Environmental Justice Guidance Under the National Environmental Policy Act," the Executive Order, the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (62 Federal Register 18377), and EPA's "Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses." Chapter 4, "Additional Analysis and Potential Environmental Impacts," of this Final EIS contains a detailed discussion of the methodologies and analysis techniques that SEA used to identify potential environmental justice populations. Based on this analysis, SEA conducted targeted outreach activities to communities with identified environmental justice populations with potential significant adverse impacts.

In its continuing analysis of potential environmental impacts on minority and low-income populations, SEA identified a number of potentially affected environmental justice populations after the Draft EIS public comment period had ended. SEA established a separate 45-day public comment period for these newly identified communities to provide them with the opportunity to comment on whether disproportionately high and adverse effects exist in their respective communities. For these additional communities, SEA also initiated a notification process that paralleled outreach activities SEA had conducted for environmental justice populations identified in the Draft EIS. Section 3.3.3, "Additional Environmental Justice Outreach Activities," contains a list of the additional communities with identified environmental justice populations, and a complete discussion of SEA's outreach to inform them of potential significant adverse environmental impacts. SEA's notification activities for additional communities with identified environmental justice populations followed the same outreach strategy SEA developed for communities identified in the Draft EIS.

3.3.1 Environmental Justice Outreach Strategy

To effectively reach identified environmental justice populations with potential significant adverse environmental impacts, SEA developed an outreach strategy that identified specific steps for performing localized notification. SEA designed the outreach strategy to inform local populations about the proposed Conrail Acquisition, the availability of the Draft EIS and additional information, and the public review and comment period. SEA's outreach strategy used area outlets such as local media, libraries, community organizations, and public and elected officials to disseminate information throughout the community. SEA tailored the outreach strategy for each community with identified environmental justice populations with potential significant adverse environmental impacts. SEA's tailored outreach activities included translating materials to address linguistic differences in local populations, and contacting local governments and libraries to determine appropriate outlets for disseminating information. Copies of outreach strategies SEA developed to reach environmental justice populations identified after the Draft EIS are contained in Appendix Q of this Final EIS. Copies of outreach strategies SEA developed prior to publishing the Draft EIS are also included in that document.

3.3.2 Environmental Justice Outreach Activities

SEA conducted notification activities based on tailored outreach strategies targeted at minority and low-income populations in the following communities:

- Blue Island, IL.
- Chicago, IL.
- Danville and Tilton, IL.
- Fort Wayne, IN.*
- Gary, IN.
- Lafayette, IN.
- Madison County, IN.
- Baltimore, MD.*
- Prince George's County, MD.*
- Ashtabula, OH.
- Cleveland, OH.
- Erie County, OH.*
- Geneva, OH.
- Toledo, OH.
- Youngstown, OH.
- Harrisburg, PA.
- Washington, D.C.

* Based on additional analyses conducted after publishing the Draft EIS, SEA removed these communities from the environmental justice category.

For each community, SEA performed research to identify local avenues appropriate for disseminating information about the proposed Conrail Acquisition and the availability of the Draft EIS. SEA identified the names and addresses of libraries, community groups, newspapers, radio stations, and public and elected officials in communities with identified environmental justice populations. Following this process, SEA distributed the Draft EIS to local libraries, prepared and distributed tailored fact sheets to local officials and organizations, placed newspaper notices in local newspapers, submitted public service announcements to local radio stations, and issued letters and fact sheets to Native American tribes potentially affected by the proposed Conrail Acquisition.

SEA contacted local libraries in communities with identified environmental justice populations and confirmed their willingness to place a copy of the Draft EIS on library reference shelves for public review. SEA mailed copies of the Draft EIS to local libraries in communities with identified environmental justice populations. For communities where SEA identified potentially affected Spanish-speaking populations, SEA translated the Executive Summary into Spanish. SEA prepared a cover letter directed at the reference librarians describing the Draft EIS and specifying the time period the document should remain available for public review. Appendix Q of this Final EIS contains a copy of the letter to reference librarians. The following is a state listing of SEA's Draft EIS distribution to 89 local libraries in communities with identified environmental justice populations with potential significant and adverse environmental impacts from the proposed Conrail Acquisition:

- Illinois - 10.
- Indiana - 17.
- Maryland - 9.
- Ohio - 31.
- Pennsylvania - 3.
- Washington, D.C. - 19.

SEA prepared tailored fact sheets regarding the proposed Conrail Acquisition for each community with identified environmental justice populations. The fact sheets provided general information about the proposed Conrail Acquisition and specific potential significant and adverse environmental impacts associated with each community. The fact sheets also provided information on the availability of the Draft EIS and instructions on how to provide comments. In communities where SEA identified potentially affected Spanish-speaking populations, SEA translated the fact sheets into Spanish. SEA prepared a cover letter for the fact sheet that informed recipients that the Draft EIS was available in local libraries and encouraged them to distribute the fact sheet to interested members of the community. SEA contacted local libraries, organizations, and governments for each community with identified environmental justice populations to identify appropriate fact sheet recipients. Appendix Q contains copies of the fact sheets and the accompanying cover letter SEA sent to communities with identified environmental justice populations.

SEA placed newspaper notices regarding the proposed Conrail Acquisition in 61 local newspapers in communities with identified environmental justice populations. SEA identified appropriate newspapers and contacted them directly to confirm their willingness to print a notification regarding the proposed Conrail Acquisition. Where appropriate, SEA identified newspapers geared toward Spanish-speaking communities and local populations. SEA also wrote and issued public service announcements to approximately 100 radio stations located in communities with identified environmental justice populations. SEA identified local radio stations and then contacted them directly to confirm their willingness to run public service announcements regarding the proposed Conrail Acquisition. Appendix Q contains copies of the newspaper notice and the public service announcement.

SEA identified and contacted two Native American tribes potentially affected by the proposed Conrail Acquisition. SEA prepared detailed letters to key representatives of both Native American tribes and issued a general fact sheet regarding the proposed Conrail Acquisition. SEA also sent a letter to the Bureau of Indian Affairs to inform them of potential significant and adverse environmental effects on two Native American tribes. Appendix Q contains copies of letters SEA issued to Native American tribes and the Bureau of Indian Affairs.

3.3.3 Additional Environmental Justice Outreach Activities

Based on continuing analyses, SEA identified 41 additional communities with identified environmental justice populations with potential significant and adverse environmental impacts after the Draft EIS public comment period had ended. SEA initiated outreach to these additional communities and provided a limited 45-day public comment period from March 2, 1998 through April 15, 1998 to allow interested parties the opportunity to review the new analyses and provide comments regarding the newly identified potential significant and adverse environmental impacts. SEA identified the following additional communities with environmental justice populations:

- LaGrange, GA.
- Manchester, GA.
- Hobart/Lake Station, IN.
- Muncie, IN.
- Plymouth, IN.
- Portage, IN.
- Valparaiso/Wanatah, IN.
- Warsaw/Etna Green/Bourbon, IN.
- Asheville/Woodfin, NC.
- Marshall, NC.
- Camden, NJ.
- Elizabeth, NJ.
- Pennsauken, NJ.
- Angola/Farham, NY.
- Buffalo, NY.
- Dunkirk/Silver Creek/Hamlet, NY.
- Lackawanna/Blasdell, NY.
- Ripley, NY.
- Westfield Village, NY.
- Conneaut, OH.
- Edgewood, OH.
- North Kingsville, OH.
- Allentown, PA.
- Bethlehem/Fountain Hill, PA.
- Erie, PA.
- Philadelphia, PA.
- Kingsport, TN.
- Mount Carmel, TN.
- Newport, TN.
- Colonial Heights, VA.
- Petersburg, VA.

SEA conducted public outreach to newly identified communities with environmental justice populations based on the environmental justice outreach strategy SEA developed for communities identified earlier in the environmental review process. This outreach strategy is described in Section 3.3.1, "Environmental Justice Outreach Strategy." As with previously identified communities, SEA tailored the outreach strategy to reach each one of the newly identified communities. Appendix Q of this Final EIS contains copies of the tailored outreach strategies for the additional communities with identified environmental justice populations.

Based on the outreach strategy, SEA conducted outreach activities to newly identified communities with environmental justice populations. The Board published a Notice of Availability of Additional Environmental Information on March 2, 1998, in the Federal Register. SEA issued copies of the Draft EIS and the new additional information to 123 local libraries in newly identified communities with environmental justice populations. SEA prepared an accompanying cover letter directed at the reference librarian. The letter described the Draft EIS, the additional information, and the public comment period, during which information should remain available for public review. Appendix Q of this Final EIS contains a copy of the letter SEA issued to libraries in newly identified communities with environmental justice populations. The following is a state listing of the number of libraries in additional communities with identified environmental justice populations to which SEA sent the Draft EIS and additional information regarding the newly identified impacts.

- Georgia - 10.
- Indiana - 14.
- New Jersey - 10.
- New York - 23.
- North Carolina - 11.
- Ohio - 6.

- Pennsylvania - 30.
- Tennessee - 10.
- Virginia - 9.

SEA also issued a Public Service Announcement to 125 local radio stations servicing the additional communities with identified environmental justice populations. The Public Service Announcement provided information on where interested parties could obtain further information regarding the proposed Conrail Acquisition. SEA prepared a cover letter requesting radio stations to run the Public Service Announcement for approximately 2 weeks. SEA also prepared newspaper notices and placed them in 57 local newspapers in newly identified communities with environmental justice populations. Several of these newspapers served more than one of the newly identified communities. Appendix Q of this Final EIS contains copies of both the Public Service Announcement and accompanying cover letter as well as the newspaper notice.

Additionally, SEA issued a copy of the Draft EIS and information regarding the newly identified potential environmental impacts to mayors and county administrators in the additional communities with identified environmental justice populations. SEA prepared an accompanying letter informing mayors and county administrators of the newly identified potential significant and adverse environmental impacts in their communities and invited their comment. SEA also prepared and issued letters to other local elected and public officials, community leaders, and organizations describing the newly identified potential significant and adverse environmental impacts and informing them that relevant information was available in their local library. The letter listed the names and addresses of local libraries where the Draft EIS and additional information were available for review and described the public comment period prescribed for their community regarding the new analysis. Appendix Q of this Final EIS contains a copy of the letter SEA issued to local officials and organizations.

3.4 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR FINAL EIS

In distributing this Final EIS, and notifying the public of its availability, SEA implemented many of the notification and distribution activities SEA conducted for the Draft EIS. SEA's notification and distribution activities included issuing direct mailings, publishing newspaper notices, and issuing a press release to the media.

3.4.1 Notification of Final EIS Availability

On May 22, 1998, the Board served this Final EIS on approximately 400 parties on the Board's service list, which includes approximately 300 Parties of Record. Between May 29 and 31, 1998, SEA mailed this Final EIS and an accompanying cover letter to more than 2,500 interested parties including Federal, state, and local agencies; elected officials, private businesses; and private citizens. The Environmental Protection Agency published a Notice of Availability of the Final EIS in the Federal Register on May 29, 1998 regarding the proposed Conrail Acquisition.

Additionally, the Board published its own Notice of Availability in the Federal Register on May 29, 1998.

The Board also issued a press release on May 29, 1998 to inform members of the media in the 24 potentially affected states and Washington, D.C. of this Final EIS's publication and availability. Additionally, SEA published written notices in approximately 300 newspapers in potentially affected areas informing the public of the Final EIS's publication. SEA issued newspaper notices to the same 244 newspapers in which SEA published notices regarding the Draft EIS, plus additional newspapers in newly identified communities with potentially affected environmental justice populations.

Throughout the environmental review process, including the preparation of this Final EIS, SEA maintained a toll-free telephone hotline at (888) 869-1997 to provide interested parties with information regarding the proposed Conrail Acquisition in both English and Spanish. SEA updated the hotline in May 1998 to include information regarding the publication and availability of the Final EIS. As described in Section 3.2.1, "Notification of Draft EIS Availability," SEA plans to update the hotline several more times to provide information regarding the Board's voting conference scheduled for June 8, 1998, and the Board's final written decision, which it plans to issue on July 23, 1998. SEA also maintained a web site throughout the proposed Conrail Acquisition's environmental review process and updated it in May 1998 to provide information about the publication and availability of this Final EIS.

As with the Draft EIS, SEA issued a number of direct communications to interested parties regarding this Final EIS's availability. In addition to serving and directly mailing the Final EIS to more than 2,500 interested parties, SEA also sent a Notice of Availability postcard to more than 8,000 interested parties. These interested parties included businesses, private citizens, Federal agencies, state, and local officials, and officials, organizations, and citizens in communities with identified environmental justice populations. (See Table 3-1 earlier in this Chapter) SEA also mailed copies of this Final EIS and an accompanying cover letter to the members of Congress and Governors of the 24 states potentially affected by the proposed Conrail Acquisition. Additionally, SEA mailed this Final EIS and an accompanying cover letter to Mayors in communities where SEA recommended environmental mitigation. Finally, SEA issued copies of this Final EIS and an accompanying cover letter to the libraries in communities with environmental justice populations that SEA identified throughout its environmental review. SEA directed the letter to the reference librarian and asked that libraries keep this Final EIS in a reference or other appropriate section for public review until August 13, 1998.

3.4.2 Distribution of Final EIS

SEA distributed this Final EIS based on an expanded version of the distribution list SEA developed for the Draft EIS. As stated in Section 3.4.1, "Notification of Final EIS Availability," the Board served the Final EIS on approximately 400 parties on the Board's service list, which includes approximately 300 Parties of Record. Additionally, SEA identified and distributed over 2,500 copies of this Final EIS to entities including Federal, state, and local agencies; Federal,

state, and local government and elected officials; environmental organizations; railroads; regional organizations; rail unions; special interest groups; and concerned individuals who requested copies of the Final EIS. SEA expanded the distribution list established for the Draft EIS by adding the names of interested parties who provided SEA with a complete mailing address when submitting written comments on the Draft EIS, writing to request information, calling the hotline, or accessing the web site. SEA also added to the distribution list entities identified through agency consultation and environmental justice outreach.

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**SURFACE TRANSPORTATION BOARD
Finance Docket No. 33388**

**CSX Corporation and CSX Transportation, Inc.
Norfolk Southern Corporation and Norfolk Southern Railway Company
Control and Operating Leases/Agreements
Conrail Inc. and Consolidated Rail Corporation**

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

This Final Environmental Impact Statement (Final EIS) evaluates the potential environmental impacts that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321); the Council on Environmental Quality (CEQ) regulations implementing NEPA; the Board's environmental rules (49 CFR Part 1105); and other applicable environmental statutes and regulations.

SEA issued the Draft EIS on December 19, 1997. Subsequently, SEA issued an Errata (January 12, 1998) and a Supplemental Errata (January 21, 1998) to clarify statements and analyses in the Draft EIS. The 45-day public comment period closed February 2, 1998. This Final EIS provides responses to comments, questions, and issues that the public, agencies, and other document reviewers raised. It describes SEA's additional environmental analysis and includes SEA's final environmental mitigation recommendations to the Board.

To assist the reader in the review of this document, each volume contains a Guide to that volume and a Table of Contents for each chapter in that volume. In addition, each individual volume also contains a Guide to the Final EIS, a Glossary of Terms, a List of Acronyms and Abbreviations, and the Table of Contents of the Final EIS. Specifically, the Final EIS document includes the following volumes:

Executive Summary Volume

The **Executive Summary** provides an overview of the proposed Conrail Acquisition, including the potential environmental impacts and the mitigation measures that SEA recommends to address those impacts. In addition, the Executive Summary Volume contains the **Letter to Interested Parties** that SEA attached to copies of this Final EIS, the **Information Sources** that SEA used for preparing both the Draft EIS and the Final EIS documents, and the **Index** of keywords and phrases that appear in this Final EIS.

Volume 1: Chapters 1, 2, and 3

- Chapter 1, "Introduction and Background," describes the purpose and need for the project, the proposed action, and the alternatives to the proposed action. It also sets forth the jurisdiction of the Board and outlines SEA's environmental review process. In addition, this chapter presents an overview of SEA's agency coordination and the public comment process.
- Chapter 2, "Scope of the Environmental Analysis," identifies the proposed Conrail Acquisition-related activities that SEA analyzed. This chapter includes a table presenting the thresholds SEA used to identify activities for environmental analysis and explains project activities that differ from those set forth in the Draft EIS.
- Chapter 3, "Agency Coordination and Public Outreach," describes SEA's public outreach activities to notify interested parties and environmental justice populations of the potential environmental impacts of the proposed Conrail Acquisition and of the availability of the Draft EIS and the Final EIS. Additionally, the chapter explains SEA's distribution of the Draft EIS and the Final EIS, explains the methods that SEA used to facilitate the public comment process, and describes the agency coordination that SEA performed as part of the environmental review process. Chapter 3 also reviews the historic properties outreach activities that SEA conducted in Ohio.

Volume 2: Chapter 4

- Chapter 4, "Summary of Environmental Review," outlines the additional environmental analysis that SEA conducted for each environmental issue area since preparation of the Draft EIS. Specifically, it explains the methods of analysis, presents the public comments and additional evaluations, identifies the results of the analysis, and reviews SEA's assessment of environmental impacts. In addition, this chapter describes SEA's refinement of the mitigation measures recommended in the Draft EIS, SEA's final recommended mitigation measures, anticipated environmental benefits, and the adverse environmental impacts of the proposed Conrail Acquisition.

Volume 3: Chapter 5

- Chapter 5, "Summary of Comments and Responses," contains summaries of the comments that SEA received on the Draft EIS and SEA's responses to the comments. The chapter provides the following: (a) an overview of the comments, including those

from Federal agencies, the Applicants, and national and regional groups as well as groups and individuals within specific states; (b) general comments on the Draft EIS, including the Application review process, the environmental review process, and the system-wide technical analysis; and (c) comments on state and community issues, organized by state and environmental issue category.

Volume 4: Chapter 6

- Chapter 6, "Safety Integration Planning," sets forth the purpose and topics of the Safety Integration Plans and presents summaries of comments that reviewing agencies and the public submitted about the Safety Integration Plans. The chapter also includes SEA's analysis and response to those comments and provides SEA's conclusion and recommended conditions regarding the Safety Integration Plans.

Volume 5: Chapter 7

- Chapter 7, "Recommended Environmental Conditions," describes the final environmental mitigation conditions that SEA recommends to address significant adverse environmental impacts that could result from the proposed Conrail Acquisition.

Volume 6: Appendices

- These four volumes (6A through 6D) include appendices containing the comments on the Draft EIS and the analysis by the technical disciplines as well as appendices containing public outreach and agency consultation information and documents.

Volume 6A contains the following appendix:

- A. Comments Received on the Draft Environmental Impact Statement.

Volume 6B contains the following appendices:

- B. Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notices to Parties of Record.
- C. Settlement Agreements and Negotiated Agreements.
- D. Agency Consultation.
- E. Safety: Highway/Rail At-Grade Crossing Safety Analysis.
- F. Safety: Hazardous Materials Transport Analysis.
- G. Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis.
- H. Transportation: Roadway Systems Analysis.
- I. Air Quality Analysis.

Volume 6C contains the following appendices:

- J. Noise Analysis.
- K. Cultural Resources Analysis.
- L. Natural Resources Analysis.
- M. Environmental Justice Analysis.

N. Community Evaluations.

Volume 6D contains the following appendices:

- O. EPA Rules on Locomotive Emissions.
- P. SEA's Best Management Practices for Construction and Abandonment Activities.
- Q. Example Public Outreach Materials.
- R. All Relevant Board Decisions.
- S. Index for the Draft Environmental Impact Statement.
- T. Final Environmental Impact Statement Rail Line Segments.
- U. List of Preparers.

Addendum Volume

The **Addendum** contains information SEA did not include in the other portions of the Final EIS because of production timing constraints. The Addendum contains SEA's evaluation and additional analyses SEA conducted for train traffic rerouting proposed as mitigation for the Greater Cleveland Area. The Addendum also contains additional analysis of the proposed connection in Alexandria, Indiana (one of the Seven Separate Connections) as well as comments received during an additional comment period and summaries of, and responses to, those comments.

GLOSSARY OF TERMS

abandonment:

The discontinuance of service on a rail line segment and the salvaging and/or the removal of railroad-related facilities for reuse, sale, and/or disposal.

Acquisition:

The proposal by CSX, NS, and Conrail to acquire control of Conrail's assets and its basic railroad operations.

active warning devices:

Traffic control devices that give positive notice to highway users of the approach or presence of a train. These devices may include a flashing red light signal (a device which, when activated, displays red lights flashing alternately), a bell (a device which, when activated, provides an audible warning, usually used with a flashing red light signal), automatic gates (a mechanism added to flashing red light signals to provide an arm that can lower across the lanes of the roadway), and a cantilever (a structure equipped with flashing red light signals and extending over one or more lanes of traffic).

Advanced Civil Speed Enforcement System (ACSES):

A supplement to the Automatic Cab Signal (ACS) and Automatic Train Control (ATC) systems currently in place within the Northeast Corridor (NEC), ACSES uses a series of transponders to communicate location and other factors to passing trains whose on-board computers utilize the information to achieve system function. These functions include: (1) civil speed enforcement; (2) temporary speed enforcement, including protection of roadway workers; and (3) enforcement of positive stop at interlocking home signals and Control Points (CPs).

adverse environmental impact:

A negative effect, resulting from the implementation of a proposed action, that serves to degrade or diminish an aspect of human or natural resources.

Advisory Council on Historic Preservation (ACHP):

An independent Federal agency charged with advising the President and Congress on historic preservation matters and administering the provisions of Section 106 of the National Historic Preservation Act.

air-brake test:

A test made prior to train departure, required by Federal Railroad Administration regulations and by railroad rules to ensure that a train's air-brake system is functioning as intended and that certain devices are within prescribed tolerances and physical parameters.

Allied Rail Unions (ARU):

A group of unions representing railroad employees, including the Brotherhood of Locomotive Engineers, the Brotherhood of Railroad Signalmen, and the Brotherhood of Maintenance-of-Way Employees.

Applicants:

CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company and Norfolk Southern Corporation (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail).

Application:

A formal filing with the Surface Transportation Board related to railroad mergers, acquisitions, constructions, or abandonments. Applications may be either Primary Applications or Inconsistent and Responsive (IR) Applications. See *Primary Application* and *Inconsistent and Responsive (IR) Application*.

Area of Potential Effect(s) (AoPE):

The geographic area surrounding a rail activity where an individual (or resource) or group of individuals (or resources) could likely experience adverse environmental effects. For this Final EIS, where applicable, the different technical disciplines determined their own specific definitions of this term for their individual technical disciplines.

attainment area:

An area that EPA has classified as complying with the National Ambient Air Quality Standards specified under the Clean Air Act.

authorized speed:

Maximum permitted speed for a specific train at a specific location, taking into account the prevailing weather conditions (for example, restrictions due to heavy rain, extreme heat or cold).

Automatic Block System (ABS):

A series of railroad signals that indicate track occupancy in the block (length of track of defined limits) ahead and govern the use of a consecutive set of blocks by a train. These signals include wayside track signals and cab signals (signals displayed in the locomotive cab instead of, or in addition to, wayside track signal displays), or both. This system combines automatic detection of train position with control of signals.

Automatic Train Control (ATC):

A system that has components installed on both trains and tracks that, when working together, will cause the train brakes to apply automatically if the engineer fails to respond to a condition requiring train speed to be reduced.

Best Management Practice (BMP):

Technique that various parties (for example, the construction industry) use to provide protection from adverse impacts to the environment. The Board may designate these techniques as mitigation measures.

block group:	A small population area that the U.S. Census Bureau uses to measure and record demographic characteristics. The population of a block group typically ranges from 600 to 3,000 people and is designed to reflect homogeneous living conditions, economic status, and population characteristics. Block group boundaries follow visible and identifiable features, such as roads, canals, railroads, and above-ground high-tension power lines.
block swapping:	The process of moving groups of cars with a common destination (called "blocks") from one train to another.
Board:	The Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
bulletins:	Documents addressed to train crews and other operating employees specifying temporary or local operating rules and restrictions.
cab signaling:	System that provides signal indications in the locomotive cab instead of, or in addition to, wayside signal displays.
carload:	A unit of measure used to describe commodities transported on a railroad typically in a boxcar, tank car, flat car, hopper car, or gondola.
centralized traffic control system:	A signal system that allows for the movement of trains in either direction on designated tracks at the maximum authorized speed, in accordance with the wayside or cab signals or both.
census tract:	Small, relatively permanent statistical subdivisions of a county containing between 2,500 and 8,000 persons. The U.S. Bureau of Census designs census tracts to reflect homogeneous living conditions, economic status, and population characteristics.

Clean Air Act (Clean Air Act Amendments):

The Clean Air Act of 1970 and the subsequent amendments, including the Clean Air Act Amendments of 1990 (42 U.S.C. 7401-7671g); the primary Federal law that protects the nation's air resources. This act establishes a comprehensive set of standards, planning processes, and requirements to address air pollution problems and reduce emissions from major sources of pollutants.

Clean Water Act:

The Federal Water Pollution Control Act Amendments of 1972 (33 U.S.C. 1251 *et seq.*) is the primary Federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. This act provides a comprehensive framework of standards, technical tools, and financial assistance to address the many causes of pollution and poor water quality, including municipal and industrial wastewater discharges, polluted runoff from urban and rural areas, and habitat destruction. Specifically, the Clean Water Act provides for the following:

- Requires major industries to meet performance standards to ensure pollution control.
- Charges states and tribes with setting specific water quality standards appropriate for their waters and developing pollution control programs to meet them.
- Provides funding to states and communities to help them meet their clean water infrastructure needs.
- Protects valuable wetlands and other aquatic habitats through a permitting process that conducts land development activities and other activities in an environmentally sound manner.

coastal zone:

According to the Coastal Zone Management Act of 1972, lands and waters adjacent to the coast that exert an influence on the uses of the sea and its ecology, or whose uses and ecology the sea affects.

Coastal Zone Management Act (CZMA):	The Coastal Zone Management Act of 1972, as amended (16 U.S.C. 1451-1464; P.L. 92-583), is also known as "Federal Consistency With Approved State Coastal Management Programs" (15 CFR 930). This Federal act preserves, protects, develops, and, where possible, restores or enhances the resources of the nation's coastal zone for the present and for future generations. The provisions of 15 CFR 930.30 ensure that all Federally conducted or supported activities, including development projects directly affecting the coastal zone, are consistent with approved state coastal management programs as much as possible.
collective bargaining agreement:	An agreement between a union and an employer that defines the scope of work, rates of pay, rules, and working conditions for the union's members.
common corridor:	For the purposes of this Final EIS, a railroad line segment that accommodates both public mass transportation service and passenger and freight train operations by using separate tracks adjacent to each other in the same right-of-way or area.
compensation wetlands (compensatory wetlands):	Wetlands that an agency or entity creates, enhances, or preserves to mitigate for unavoidable impacts on existing wetlands that occur as a result of implementation of the agency's or entities' proposed action. These compensation (or compensatory) wetlands replace, "in kind", wetlands that an agency or entity partially or totally fills or drains during its construction or earth-moving activities.
Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA):	The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9601-9675; P.L. 96-510); the Federal act that provides EPA with the authority to clean up inactive hazardous waste sites and distribute the cleanup costs among the parties who generated and/or handled the hazardous substances at these sites.

**Comprehensive
Environmental Response,
Compensation, and
Liability Information
System (CERCLIS):**

Federal database containing information on potential hazardous waste sites that states, municipalities, private companies, and private persons have reported to the EPA, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act. This database contains sites that are either proposed for inclusion on, or are currently on, the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL.

condition:

A provision that the Board imposes as part of any decision approving the proposed Conrail Acquisition and that requires action by one or more of the Applicants.

conductor:

The operating employee on a train responsible for safe and efficient train movement in accordance with all railroad operating rules and special instructions.

**Conrail Shared Assets
Operations:**

See *Shared Assets Areas*.

consist:

The number and type of locomotives and cars included in a train, considering special factors such as the tonnage and the placement of hazardous materials cars and "high-wides" (oversize dimension cars).

constant warning time:

A motion-sensing system with the capability of measuring train speed and providing a relatively uniform warning time by warning signal devices to highway traffic at highway/rail at-grade crossings.

Control Date:

The date on which the merger can become effective, following formal approval of the Board.

**Council on
Environmental Quality
(CEQ):**

Federal agency responsible for developing regulations and guidance for agencies implementing the National Environmental Policy Act.

craft employee:

Term applied to a railroad employee qualified in a specific railroad operating or maintenance activity (for example, locomotive engineer, train dispatcher, signal maintainer, or car inspector).

crew caller:

Term applied to a railroad employee who is responsible for notifying train crews when and where to report for duty.

crew calling:

Process of notifying train crew members when and where their next tour-of-duty will start. Labor agreements commonly specify that railroads call train crews a minimum of 2 hours before crew members are required to begin their tour-of-duty.

critical habitat:

The specific sites within the geographical area occupied by a threatened or endangered species that include the physical or biological features essential to the conservation of the species. These areas may require special management considerations or protection. These areas include specific sites outside the geographical areas occupied by the species at the time of the listing that are essential for the conservation of the species.

criteria of significance:

The criteria SEA developed specifically for the proposed Conrail Acquisition to determine whether a potential adverse environmental effect is significant and may warrant mitigation

cross-tie:

Transverse wooden, concrete, or steel beam supporting the rails of a railroad track.

- cultural resource:** Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places. A cultural resource that is listed in or is eligible for listing in the National Register of Historic Places is considered a historic property (or a significant cultural resource). For the purposes of this Final EIS, the term applies to any resource more than 50 years old for which SEA gathered information to evaluate its significance. In addition, this Final EIS addresses potential environmental impacts of the proposed rail line construction and abandonment activities on Native American reservations and sacred sites.
- cumulative effects:** Effects resulting from the incremental impacts of the proposed Conrail Acquisition when added to other past, present, and reasonably foreseeable future actions, regardless of which agency (Federal or non-Federal) or person undertakes such actions, as described in 40 CFR 1508.7. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.
- Day 1:** In the event that the Board approves the proposed Conrail Acquisition, the date (as the Applicants determine through mutual agreement) when operating responsibility for the acquired railroad is transferred to the Applicants' organizations.
- decibel (dB):** A unit of noise measured on a logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Noise analysts measure sound pressure levels that people hear in decibels, much like other analysts measure linear distances in yards or meters. A-weighted decibel (dBA) refers to a weighting that accounts for the various frequency components in a way that corresponds to human hearing.

degradation:	To change a habitat, either terrestrial or aquatic, so that it no longer meets the survival needs of a particular species of plant or wildlife. Such change could include reducing the feeding area, modifying the vegetation type, and limiting the available shelter.
detector car:	One of two types of rail equipment designed to detect imperfections in railroad track structure. Rail detector cars detect internal imperfections within the rail, using ultrasonic techniques. See also <i>track geometry inspection car</i> .
dimensional traffic:	A freight shipment requiring special authorization for movement because of height, width, length, or gross weight.
dispatcher (train):	The railroad operating employee responsible for issuing on-track movement and/or occupancy authority through the use of remotely controlled switches, signals, visual displays, voice control written mandatory directives, and/or all of the above.
dispatcher desk:	The workstation from which a train dispatcher controls a specific portion of a railroad's network.
dispatching:	The process of real-time planning, supervising, and controlling of train movements.
disproportionality (test for):	A comparison test to assess whether potentially high and adverse impacts of an action are predominantly borne or more severe or greater in magnitude in an Environmental Justice (EJ) population than a non-EJ population within the current analysis scale (that is, at the system, state, county, segment, or block group level).
double-stack freight service:	The transport of two intermodal containers stacked on top of each other on one platform of an intermodal rail flat car.

double tracking:	Construction of a second railroad track immediately adjacent to an existing track, to perform railroad activities similar to those occurring on the existing track.
emergent species:	Any type of aquatic plant whose vegetative growth is mostly above the water.
emissions:	Air pollutants that enter the atmosphere.
endangered species:	A species that is in danger of extinction throughout all or a significant portion of its range. Federal and state laws protect these species.
Endangered Species Act (ESA):	The Endangered Species Act of 1973 (16 U.S.C. 1531 <i>et seq.</i> ; P.L. 93-205), as amended in 1978, is the primary Federal law protecting endangered and threatened wildlife and plant species. The purpose of the law is to provide for the conservation of habitat for such species.
engineer (railroad):	Employee responsible for operating a railroad locomotive in accordance with train-handling practices, signal indications, operating rules, speed limits, and the technical requirements of the particular locomotive.
Environmental Impact Statement (EIS):	A document that the National Environmental Policy Act requires Federal agencies to prepare for major projects or legislative proposals having the potential to significantly affect the environment. A tool for decision-making, it describes the positive and negative environmental effects of the undertaking, and alternative actions and measures to reduce or eliminate potentially significant environmental impacts.

**Environmental Justice
(EJ):**

For purposes of this document, SEA defines environmental justice as the mission discussed in Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (59 FR 7629, February 11, 1994). This EO directs Federal agencies to identify and address "disproportionately high and adverse human health or environmental effects" of their programs, policies, and activities on minority and low-income populations in the United States. EO 12898 also calls for public notification for environmental justice populations, as well as meaningful public participation of environmental justice populations. In this document, SEA used the guidance provided in the Department of Transportation Order on Environmental Justice, the Council of Environmental Quality, Environmental Justice Guidance under the National Environmental Policy Act, and the Interim Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA analysis to analyze potential disproportionately high and adverse impacts on environmental justice populations for rail segments, intermodal facilities, rail yards, and new construction.

**Environmental Justice
(EJ) population:**

A population within an Area of Potential Effect whose minority and low-income composition meets at least one of the following criteria: (1) The percentage of minority and low-income population in the Area of Potential Effect is greater than 50 percent of the total population in the Area of Potential Effect; or (2) The percentage of minority and low-income population in the Area of Potential Effect is at least ten percentage points greater than the percentage of minority or low-income population in the county of which the Area of Potential Effect is a part.

**Environmental Resource
Category:**

Any of the environmental issues that serve as the major topics of impact analysis for this EIS. Examples include land use, natural resources, noise, hazardous materials, cultural resources, water quality, or air quality.

Environmental Resource Score (ERS):	The impact score determined for an environmental resource category within a (block group) Area of Potential Effect. A typical ERS ranges from 0 to 6, reflecting the relative impact on the Area of Potential Effect compared with impacts on other Areas of Potential Effect. For the Environmental Justice analysis, SEA calculated an ERS for noise, hazardous materials transport, and traffic safety and delay.
equipment:	For a railroad, a term used to refer to the mobile assets of the railroad, such as locomotives, freight cars, and on-track maintenance machines. Also used more narrowly as a collective term for freight cars operated by the railroad.
equipment restrictions:	Operating instructions that restrict certain types of locomotives or freight cars from operating over selected line segments.
Errata:	A list of corrections to the Draft EIS, prepared to facilitate public review of the Draft EIS and to clarify some of the information contained therein.
Executive Order (EO) 12898:	Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," issued in February of 1994; directs Federal agencies to identify and address as appropriate "disproportionately high and adverse human health or environmental effects," including interrelated social and economic effects, of their programs, policies, and activities on minority populations and low-income populations in the United States.
extra board crew caller position:	Railroad employee who does not have a regularly assigned position but who works on an on-call basis.

floodplain:	The lowlands adjoining inland and coastal waters and relatively flat areas and flood-prone areas of offshore islands, including, at a minimum, those areas that have a 1 percent or greater chance of flood in any given year (also known as a 100-year or a Zone A floodplain).
Four City Consortium:	An alliance of the cities of East Chicago, Hammond, Gary, and Whiting, Indiana.
freight car inspections:	Pre-departure tests required for railroad freight cars pursuant to Federal Railroad Administration regulations.
fugitive dust:	According to EPA regulations, those particulate matter emissions that could not "reasonably pass" through a stack, chimney, vent, or other functionally equivalent opening. Examples of fugitive dust include wind-borne particulate matter from earth-moving and material handling during construction activities.
Geographic Information System (GIS):	A computer system for storing, retrieving, manipulating, analyzing, and displaying geographic data. GIS combines mapping and databases.
grade crossing:	<i>See highway/rail at-grade crossing.</i>
grade separation:	<i>See separated grade crossing.</i>
gross ton-mile:	A measure of railroad production that represents the weight of cars and freight movement in terms of total tons per mile transported system-wide or over a specific rail line segment. Specifically, 1 ton of railroad car and loading carried 1 mile.

- haulage right(s):** The limited right (or combination of limited rights) of one railroad to have their freight traffic moved by another railroad over the designated lines of the other railroad.
- hazardous materials:** Substances or materials that the Secretary of Transportation has determined are capable of posing an unreasonable risk to human health, safety, and property when transported in commerce, as designated under 49 CFR Parts 172 and 173.
- hazardous wastes:** Waste materials that, by their nature, are inherently dangerous to handle or dispose of (for example, old explosives, radioactive materials, some chemicals, some biological wastes). Usually, industrial operations produce these waste materials.
- high-and-wide load:** Load on a freight car that exceeds the normal height and/or width limits for general operation over a railroad. Such loads may move only with special operating precautions to prevent damage to wayside structures and trains on adjacent tracks.
- high-profile crossings:** A condition at a highway/rail at-grade crossing where the elevation of the tracks is above the elevation of the approaching roadway. This condition, generally the result of the periodic raising of the tracks for maintenance of the track bed, can affect sight distance for highway users and can become a hazard for trucks and trailers with low ground-clearance. This is also referred to as "hump crossings".
- highway/rail at-grade crossing:** The general area of an intersection of a public or private road and a railroad where the intersecting rail and highway traffic are at the same level.

historic property:	Any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" pertains to both properties that the Secretary of the Interior has formally determined to be eligible and to all other properties that meet NRHP listing criteria.
horn noise (train):	Noise that occurs when locomotives sound warning horns in the vicinity of highway/rail at-grade crossings.
hours-of-service regulations:	Federal Hours of Service Law, which Federal Railroad Administration enforces, governing maximum shift lengths and minimum rest periods for railroad operating employees. These employees include train crew, train dispatchers, and signal maintainers, as well as mechanical employees such as hostlers who move equipment for the purpose of test and inspection.
Implementing Agreement:	An agreement between a railroad company and an employee union regarding working conditions on a combined system, and specifying the corresponding seniority districts, work locations, and other terms and conditions of employment.
Inconsistent and Responsive (IR) application:	Proposal to the Surface Transportation Board that Parties of Record submitted prior to October 21, 1997, requesting modifications of, or alternatives to, the proposed Conrail Acquisition.
Indian tribe:	According to Indian Self-Determination and Education Assistance Act (25 U.S.C. 450-458; P.L. 93-638), any Indian tribe, band, nation, or other organized group or community recognized as eligible for the special programs and services that the United States provides to Indians because of their status as Indians.

interchange point:	Point at which two or more railroads join to exchange freight traffic.
interlocking:	An arrangement of switch, lock, and signal devices that is located where rail tracks cross, join, or separate. The devices are interconnected in such a way that their movements must succeed each other in a predetermined order, thereby preventing opposing or conflicting movements.
intermodal facility:	A site consisting of tracks, lifting equipment, paved and/or unpaved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of trailers and containers between rail and highway, or between rail and marine modes of transportation.
jurisdictional wetland:	Wetlands that the U.S. Army Corps of Engineers regulates under Section 404 of the Clean Water Act (33 U.S.C. 1344).
key route:	For the purposes of this Final EIS, a rail line segment that carries an annual volume of 10,000 or more carloads of hazardous material.
key train:	Any train with five or more tank carloads of chemicals classified as a Poison Inhalation Hazard (PIH), or with a total of 20 rail cars with any combination of PIHs, flammable gases, explosives, or environmentally sensitive chemicals.
L_{dn}:	The day-night average noise sound level, which is the receptor's cumulative noise exposure from all noise events over a full 24 hours. This is adjusted to account for the perception that noise at night is more bothersome than the same noise during the day.
$L_{eq(h)}$:	The hourly energy-averaged noise level.

- labor relations culture:** Philosophy by which an employer and/or parties to a collective bargaining agreement conduct labor-management relations.
- land use consistency:** Determination of whether the proposed Conrail Acquisition represents a change that is consistent with local land use plans in effect, based on consultation with local and/or regional planning agencies and/or a review of the official planning documents that such agencies have prepared.
- Level of Service (LOS):** A measure of the operational efficiency of a roadway vehicle traffic stream using procedures that consider factors such as vehicle delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Traffic analysts express LOS as letter grades, ranging from Level of Service A (free flowing) to Level of Service F (severely congested); they measure LOS by the average delay for all vehicles. Specifically, Level of Service A describes operations with very low delay (less than 5.0 seconds per vehicle); Level of Service B describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle; Level of Service C describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle; Level of Service D describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle; Level of Service E describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle; and Level of Service F describes operations with delay in excess of 60.0 seconds per vehicle.
- low-income population:** A population composed of persons whose median household income is below the Department of Health and Human Services poverty guidelines.
- maintenance area:** An area classified by EPA as meeting National Ambient Air Quality Standards (NAAQS) and which previously (within the last 10 years before reclassification) did not meet NAAQS.

maintenance-of-way:	The activity of maintaining the track and structures of a railroad.
major key route:	For the purposes of this Final EIS, a rail line segment where the annual volume of hazardous material it carries is projected to double and also exceed 20,000 carloads as a result of the proposed Conrail Acquisition.
Mechanical Department:	Department of the railroad primarily responsible for the maintenance and inspection of locomotives, freight cars, and other moving equipment.
Memorandum of Agreement (MOA):	With regard to cultural resources for the Final EIS, a legally binding document executed under 36 CFR 800.5(e)(4) that either specifies the process a Federal agency will undertake in order to avoid, reduce, or mitigate adverse effects on historic properties by the implementation of a proposed action, or documents the acceptance of such effects in the public interest. The parties who sign a MOA generally include the lead agency, the State Historic Preservation Office, the Advisory Council on Historic Preservation, and sometimes other interested parties.
Memorandum of Understanding (MOU):	An agreement that two or more parties execute that sets forth the specific duties and responsibilities of each party. For the purposes of this Final EIS, MOU is an agreement that the Applicants may negotiate with communities.
minority population:	A population composed of persons who are Black (non-Hispanic), Hispanic, Asian American, American Indian, or Alaskan Native.
mitigation:	An action taken to prevent, reduce, or eliminate adverse environmental effects.

motive power:	Locomotives operated by the railroad.
multi-level rail car:	A two- or three-level freight car, designed for transporting automotive vehicles.
Multiple Resource Score (MRS):	For the Environmental Justice analysis, a measure of aggregate impacts used to identify the geographic areas of greatest concern. This score sums the environmental resource scores for hazardous materials transport, noise, and traffic safety and delay and forms the basis for the tests for disproportionality.
National Ambient Air Quality Standards (NAAQS):	Air pollutant concentration limits established by the EPA for the protection of human health, structures, and the natural environment.
National Environmental Policy Act (NEPA):	The National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321-4347; P.L. 91-190) is the basic national charter for the protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy. Its purpose is to provide for the establishment of a Council on Environmental Quality and to instruct Federal agencies on what they must do to comply with the procedures and achieve the goals of NEPA.
National Historic Preservation Act (NHPA):	The National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 <i>et seq.</i> ; P.L. 89-665), is the basic legislation of the Nation's historic preservation program that established the Advisory Council on Historic Preservation and the Section 106 review process. Section 106 of the NHPA requires every Federal agency to "take into account" the effects of its undertakings on historic properties.

National Priorities List (NPL):

A subset of CERCLIS; EPA's list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund Program.

National Register of Historic Places (NRHP):

Administered by the National Park Service, the Nation's master inventory of known historic properties, including buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the Federal, state, and local levels.

Native American:

According to the Native American Graves Protection and Repatriation Act of 1990, as amended (25 U.S.C. 3001 *et seq.*; P.L. 101-601), of, or relating to, a tribe, people, or culture that is indigenous to the United States.

Native American lands:

According to the regulations of the Advisory Council on Historic Preservation in 36 CFR 800.2, as modified by the scope of this EIS, all lands under the jurisdiction or control of an Indian tribe, including all lands within the exterior boundaries of any American Indian reservation.

Negotiated Agreement:

An agreement between CSX, NS, or both, and one or more communities or other governmental units that addresses potential environmental impacts or other issues.

No-Action Alternative:

The proposed acquisition of Conrail by CSX and NS does not take place under this alternative; also the present setting for the pre-Acquisition conditions.

- noise:** A disturbance or annoyance of an intruding or unwanted sound. Noise impacts essentially depend on the amount and nature of the intruding sound, the amount of background sound already present before the intruding or unwanted sound occurred, and the nature of working or living activity of the people occupying the area where the sound occurs.
- noise contour:** Lines plotted on maps or drawings connecting points of equal sound levels.
- noise-sensitive receptor:** Location where noise can interrupt ongoing activities and can result in community annoyance, especially in residential areas. The Board's environmental regulations include schools, libraries, hospitals, residences, retirement communities, and nursing homes as examples of noise-sensitive receptors.
- nonattainment area:** An area that EPA has classified as not complying with the National Ambient Air Quality Standards promulgated under the Clean Air Act.
- Northeast Corridor (NEC):** Railroad right-of-way between Boston, Massachusetts and Washington, D.C. on which Amtrak and others operate; Amtrak is responsible for operation and maintenance on all of the route, except the route segment between New Haven, Connecticut and New Rochelle, New York.

Northeast Operating Rules:

Rules that govern railroad operations, adapted by members of the Northeast Operating Rules Advisory Committee (NORAC). These operating rules apply to all railroads when working on any NORAC member's territory. The NORAC members are Bay Colony Railroad, Conrail Inc. and Consolidated Rail Corporation (Conrail), Delaware & Hudson Railway company, Guildford Transportation Industries, National Railroad Passenger Corporation (Amtrak), New Jersey Transit (NJT), New York Susquehanna & Western Railway Corporation, Providence & Worcester Railroad Company, and Southeastern Pennsylvania Transportation Authority (SEPTA).

notices:

Documents addressed to engineers and other operating employees detailing temporary or local operating rules and restrictions.

on-track (maintenance) equipment:

Track and other maintenance equipment provided with flanged wheels and able to move along railroad track.

operating employee:

Railroad employee engaged in the operation of trains, including a member of the train crew; a train dispatcher; and a track, a signal, and an equipment maintenance employee.

Operating Plans:

Documents that CSX and NS provided as part of the Application, detailing their planned railroad operations following the proposed Conrail Acquisition.

operating practices:

Safety and operating rules, practices, and procedures contained in operating rulebook, timetable, special instructions, or any other company-issued instructions and the management decisions implementing those rules and instructions that govern the movement of trains and work on or around active tracks.

- operating rules:** Written rules of a railroad governing the operation of trains and the conduct of employees responsible for train operations when working on or around active tracks.
- Operation Lifesaver:** A non-profit public information and safety education program dedicated to eliminating collisions, deaths, and injuries at highway/rail at-grade crossings and on railroad rights-of-way. It is composed of a broad-based coalition of Federal, state, and local government agencies, private safety groups, and transportation industry representatives.
- particulate matter (PM):** Airborne dust or aerosols.
- Party of Record (POR):** Party that notified the Board of their active participation in the proceeding about the proposed Conrail Acquisition. When submitting a filing to the Board, the POR must also notify the entire POR service list.
- passive warning devices:** Traffic control devices that do not give positive notice to highway users of the approach or presence of a train. These devices may include signs and pavement markings, located at, or in advance of, railroad crossings to indicate the presence of a crossing and the presence of a train. These signs are either regulatory or non-regulatory and may include parallel track signs, crossbucks, stop signs, yield signs, and constantly flashing lights.
- positive train separation:** Mechanism included in positive train control, an experimental, automated safety system, using Global Positioning System (GPS) technology, onboard computers and wayside information inputs to control train movement. In the event of failure on the primary safety system, positive train control reduces the risk of single-point failure (that is, human error).

posted speed:	Maximum speed permitted at a specific location on the railroad network irrespective of train type.
Prevention of Significant Deterioration (PSD) Class I Areas:	National parks and wilderness areas designated under the Clean Air Act as areas for which users are to maintain air quality at pristine levels, with very small increases in air pollution levels allowed.
Primary Application:	The formal filing of documents with the Surface Transportation Board by applicants for railroad mergers, acquisitions, constructions, or abandonments. The Primary Application contains Operating Plans and information describing related construction projects. It also includes an Environmental Report, describing the physical and operational changes associated with the proposed action and the potential environmental effects of that action.
prime farmland:	According to Natural Resources Conservation Service, land having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
proposed Conrail Acquisition:	The proposed acquisition of Conrail's physical assets and operating systems by CSX and NS, for which the Applicants are seeking approval from the Board.
public uses:	According to 49 U.S.C. 10905 and STB Regulations "Surface Transportation Manual," Section 1105.7(3)iv, those identified alternative public purposes for the use of rail properties proposed for abandonment or discontinuance, including highways, other forms of mass transportation, conservation, energy production or transmission, or recreation.
queue:	A line of vehicles waiting at a highway/rail at-grade crossing for an obstruction to clear.

rail line segment:	For the purposes of this Final EIS, portions of rail lines that extend between two terminals or junction points.
rail route:	Line of railroad track between two points on a rail system.
rail spur:	A railroad track that typically connects to the main line at only one end and provides rail service to one or more railroad freight customers. A rail spur could also parallel the main line.
rail yard:	A location or facility with multiple tracks where rail operators switch and store rail cars.
receptor:	See <i>noise-sensitive receptor</i> .
regional and system gang:	A group of railroad maintenance-of-way employees that work a particular region or an entire railroad system.
remediation (remedial actions):	Actions taken to mitigate the adverse effects, or potential adverse effects, to the environmental or to the public health and welfare resulting from the release or spill of hazardous substances.
Request for Conditions:	A document filed with the Board by a party to this proceeding on or before October 21, 1997, that requests the Board to impose one or more specified requirements on the Applicants as a condition to the Board's approval of the proposed Conrail Acquisition.
Resource Conservation and Recovery Act (RCRA):	The Resource Conservation and Recovery Act of 1976 (42 U.S.C. 6901 <i>et seq.</i> ; P.L. 94-580) is a Federal act governing the generating, storing, transporting, treating, and disposing of hazardous waste.

**Resource Conservation
and Recovery
Information System
(RCRIS):**

Federal database containing information on facilities that generate, transport, store, treat, and/or dispose of hazardous waste.

**Responsive
Environmental Report
(RER):**

A report, submitted by an Inconsistent and Responsive applicant, that contains detailed environmental information regarding the activities proposed in its IR Application and complies with the requirements for environmental reports in the Board's rules at 49 CFR 1105.7(e).

restricted speed:

A speed that will permit a train to stop within one-half the range of vision of the railroad employee controlling the movement of the train; the train must stop before passing improperly aligned switches, a defect in the track structure, deliberately placed objects, or striking other railroad equipment. According to Federal Railroad Administration regulations, this speed is not to exceed 20 miles per hour.

retarder:

In railroad yards, a braking device, usually power-operated, built into a railroad track to reduce the speed of cars by means of brake-shoes which, when set in braking position, press against the sides of the lower portions of the wheels.

right-of-way:

The strip of land for which an entity (for example, a railroad) has a property right to build, operate, and maintain a linear structure (for example, a rail line).

roadmaster:

Railroad supervisor responsible for track inspection and maintenance over a specified portion of the railroad network.

**Safety Assurance and
Compliance Program
(SACP):**

Federal Railroad Administration program to audit railroad safety practices and to ensure compliance with Federal regulations.

safety culture:	The manner in which management and employees in an organization view and approach the issue of safety, including both formalized rules and informal practices in the organization.
Safety Implementation Plan Guidelines (SIPG):	A series of acquisition-related guidelines that the Federal Railroad Administration developed for CSX and NS, detailing a list of safety concerns that CSX and NS must address in their Safety Integration Plans.
Safety Integration Plans:	Plans that the Applicants prepared and submitted to the Board to explain how they propose to provide for the safe integration of their separate corporate cultures and operating systems, if the Board approves the proposed Conrail Acquisition.
Section 106 review process:	The review process set forth in Section 106 of the NHPA (16 U.S.C. 470) that requires every Federal agency to "take into account" the effects of its undertakings on historic properties and affords the ACHP the opportunity to comment on those undertakings and their effects.
seniority district:	A geographic area within which a group of employees in a specific labor union (for example, engineers, dispatchers) are authorized and expected to work.
seniority rights:	The priority one employee has over another employee in bidding for available positions, choice of work assignments, and similar matters, based on length of employment in a specified category. Agreements between railroad companies and labor unions specify such rights.
sensitive receptor:	See <i>noise-sensitive receptor</i> .

- separated grade crossing:** The site where a local street or highway crosses railroad tracks at a different level or elevation, either as an overpass or as an underpass.
- service:** The official notification and delivery of Board decisions and notices (including EAs and EISs) by the Secretary of the Board to persons involved in a particular proceeding.
- Settlement Agreement:** An agreement negotiated between CSX or NS or both and one or more parties, including other railroads, that addresses concerns or requests of the party (or parties). Generally, such an agreement addresses competitive customer service or labor issues.
- Seven Separate Connections:** Seven new rail line connection construction projects in Illinois, Indiana, and Ohio. These projects total approximately 4 miles of new track. CSX and NS requested that the Board give early consideration and approval to the physical construction of these particular connections.
- Shared Assets Areas:** Areas comprising Conrail facilities in southeastern Michigan, northern New Jersey, and southern New Jersey/Philadelphia that CSX and NS would share and Conrail Shared Assets Operations would operate for the benefit of both CSX and NS, if the Board approves the proposed Conrail Acquisition.
- shifted load:** An improperly secured freight car load that has moved and may protrude beyond the allowed dimensional limits.
- shipment:** A unit of freight given to the railroad for movement to its destination by an individual customer.

siding:	A track parallel to a main track that is connected to the main track at each end. A siding is used for the passing and/or storage of trains.
signal maintainer:	Railroad employee who maintains signal and communications systems.
socioeconomic:	For this Final EIS, job loss directly attributable to changes in the physical environment as a result of construction and abandonment activities and other activities related to the proposed Conrail Acquisition project.
Sound Exposure Level (SEL):	For a transient noise event such as a passing train, equivalent to the maximum A-weighted sound level that would occur if all of the noise energy associated with the event were restricted to a time period of 1 second. The SEL accounts for both the magnitude and the duration of the noise event; noise analysts use SEL to calculate the day-night average noise level.
Spill Prevention, Control, and Countermeasures Plan (SPCCP):	A site-specific document written to detail measures to prevent discharges of oil into waters of the United States (as defined in the Clean Water Act). Facilities with aboveground storage capacities in a single container greater than 660 gallons, or the aggregate aboveground storage capacity greater than 1,320 gallons, or total underground storage capacity greater than 42,000 gallons are required to prepare SPCCPs.
superior train:	For purposes of this Final EIS, a passenger train operating on the same track network with freight trains. Superior trains must have track clear of all trains not less than 15 minutes prior to their arrival. See <i>temporal train separation</i> .

**Supplemental
Environmental Report:**

A report that analyzes the environmental impacts of operating changes related to a Settlement Agreement between an Applicant and another railroad that exceed the Board's thresholds when added to changes proposed in the Applicants' Operating Plans.

switch:

The portion of the track structure used to direct cars and locomotives from one track to another.

switching:

The activity of moving cars from one track to another in a yard or where tracks go into a railroad customer's facility.

**temporal train
separation:**

The time separation of passenger trains that share rail lines with freight trains, in order to reduce the possibility of train collisions. See *superior train*.

territory:

The portion of a railroad's track network under the management of a particular supervisor.

threatened species:

A species that is likely to become endangered within the foreseeable future throughout all or part of its range. Federal and state laws protect these species.

**threshold for
environmental analysis:**

A level of proposed change in railroad activities that determines the need for SEA's environmental review. For the proposed Conrail Acquisition, SEA used the Board's environmental rules at 49 CFR Part 1105 to determine the activities that it would examine for air and noise impacts ("Board thresholds"). For other issue areas, SEA developed appropriate thresholds to guide its environmental review ("SEA thresholds"). The term "Board thresholds", as used in this EIS, may refer to either Board or SEA thresholds.

timetable:	A document that identifies key railroad line features over a defined portion of the network. The features usually include distances, speed limits, track layout, type of signaling, location and length of passing sidings, and the local applicability of specific operating rules. Operating rules are often published with the timetable.
track geometry:	Dimensional description of railroad track and individual rails compared to optimal design criteria.
track geometry inspection car:	Rail vehicle equipped with instruments to make continuous, in-motion measurements of variations in the track gauge, alignment, and cross level.
trackage right(s):	The right (or combination of rights) of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions, the right to build connections or additional tracks to access other shipper or carriers. See also <i>haulage right(s)</i> .
trackage rights agreement:	An agreement between two parties that defines the trackage rights granted to one party over the tracks of a second party.
traffic volume (highway):	The number of highway vehicles that pass over a given point during a given period of time, often expressed on an annual, daily, hourly, and sub-hourly basis. For the purposes of this Final EIS, SEA expressed highway traffic volumes on a daily basis.
traffic volume (rail):	The total volume of rail traffic that passes over a given rail line segment, typically expressed in either trains per day or annual million gross tons per year.

train (freight):	A conveyance transported by one or more locomotives typically with 40 to 150 freight cars, measuring approximately 5,000 to 8,000 feet in length. For the purposes of this Final EIS, does not apply to locals, work trains, switch-engine movements, or engine-only movements.
train (passenger):	Equipment composed of one or more rail cars designed to carry passengers, propelled by a locomotive or self-propelled, moving from one place to another.
train crew:	Employees assigned to operate a train, usually an engineer, a conductor, and one or more trainmen.
train defect detector:	An electronic device located alongside a rail track that monitors passing trains to determine the presence of certain potentially dangerous conditions, such as an overheated wheel bearing ("hot box") or a shifted load that protrudes from the rail car.
trainman:	Member of a train crew responsible for assisting the engineer and conductor in operating the train, especially with switching cars.
trainmaster:	Railroad operations supervisor responsible for managing train and yard operations and operating employees on a defined portion of the railroad network.
transient noise event:	An intermittent occurrence of noise, such as the passing of a train that generates such noise.
Transportation Department:	Department of the railroad responsible for day-to-day train operations and dispatching.

Triple Crown Service (TCS):	An expedited intermodal service offered by both Conrail and NS. TCS trains do not require the use of flat cars, but rather use specially designed dual-mode highway trailers that are coupled together with two-axle rail wheel sets that support the ends of the trailers for the rail portion of the rail-highway movement. The equipment used is similar to "RoadRailer" equipment.
turnout:	The portion of railroad track structure where a single track divides into two tracks.
Verified Statement:	A party's sworn statement that provides information to the Board.
vibration velocity:	The rate of change of displacement of a vibration. Noise analysts often express measurements of vibration in terms of velocity because velocity correlates well with human response to vibration.
waybill:	Document or computer record containing details of a rail shipment: origin, destination, route, commodity, freight rate, car or cars used, and similar information.
wayside:	Adjacent to the railroad track, as in "wayside signals" or "wayside defect detectors."
wayside noise:	Train noise adjacent to the right-of-way that comes from sources other than the horn, such as engine noise, exhaust noise, and noise from steel train wheels rolling on steel rails.

wetlands:

According to 40 CFR Part 230.41, those "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions," generally including swamps, marshes, bogs, and similar areas.

yardmaster:

Railroad operations supervisor responsible for railroad operations and employees in a railyard.

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